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3 Log-Journals:

1. Schooner Zapalla – April – October 1845
2. Schooner Zapalla – Oct. 1845 – Sept. 1846
3. Schooner Dispa – Dec. 1845 – March 1849

the Last Public Meeting that I ever held
at the S. was at Port Royal S.C. 1861 on a
Slave Plantation in the Island of St Helena
about fifty Slaves & Soldiers attended;
Rowed Seven Miles to this plantation
Sabath Day

#1

Commences a Journal by Journal Joseph Montague on board Schooner Gazelle Supplying Light Houses beginning at Bata Head Light House at Cape Ann & following the Coast & into the Bays where there is any Light Houses to supply Except the Lights Heads at Saney Hook & as far Down Long Island as Huntington we do not Supply

Set Sail from New Bedford for Boston April Wednesday 9th 1845 as the Contract was Token up in Boston for furnishing the Spring Summer & Fall Cruises we Have to go there to Load — Arrived at Boston on Thursday 10th April.

April 11th 1845

All this day blowing fresh blowing fresh from S.W. went on shore & found that our Oil would not be ready until the 16 Hauled into Foster South Wharf to take our Oil when Ready

April 12 All this Day Cold & Blustering weather concluded to go to N. Bedford & at 4 PM got on board the Cars & returned back at 7 PM

13 Spent the Sabbath with My family & at Church. the 2d Advent Church

Wednesday

April 16 Returned back to Boston Rainy weather Oil Not-gauged

17 Thursday Cold & Blustering weather in the afternoon brought Down a few Casks of Oil & took some on board

18 Friday pleasant weather Factory in & Stowing Oil

19 Sat. Cold weather Loading at Dock brought the Last of our Oil on the Wharf — 74 Casks Sperm Oil 10.600 Gall 49 Casks Winter 5.300 gallons

20 Sunday Cold & blustering weather Went to the Tabernacle fore Noon & afternoon & Heard Elder Cole preach

April 21 Monday fine Pleasant weather Wind N.W. Loading Oil

22 Tuesday Morning finished loading Oil & Hauled Out of the Dock

23 at Noon Sailed as far as Abreast of Granite Wharf & Came to Anchor

" 24 Thursday Set Sail & proceeded down the River & out to Sea fresh winds from N.W. at 7 PM came to anchor

of Morrises Island Little to South Bottom
Lighted Boat Just Made to the Eastward

April 25 at Sunrise wind Shifted to N E
got under Way & Proceeded over
the Frontichal Shoals at 11.30 Came to at
Holmes Hole a boat came off gave them
a Letter to Send to My Brother at
New Bedford informing him when
we left Boston & where we were at
11.30 & a fine fair Wind to proceed
on our Journey Toward Cape Fear
at Noon Light West 6 Miles
So ends this 12 hours Sea Account
Log in ———————————

Sat 26 April fine Pleasant weather with
Wind at 4 AM Block Island N by W
15 Miles distant from which took my
Departure at 11 Thereon & Lighted took a
heavy Squal from NW & in a few
Moments Calm & wind Shifted to N E
we had just time to haul our Sails as it struck
us — Hoisted up Fib & Set 2 Reef Jensail
at 4 AM Set Reef Topsail
at 10 AM Sail Set Light Bowers &
foggy at Noon fog left us Lat by Obs
39.45 & in 20 fathom water off
Barnegat had been Thirty SW

Sunday April 27th 1845

this Day Changeable weather
wind from from E to SE & South we
have Sailed 132 Miles. Sloby Course
Lott Obs 37.50 & in 35 fathoms water

Monday 28 April 1845

first & ~~Middle~~ latter part of this Day
Light Airs & Calms at 2 PM Light-house
from SE at 6 PM began to lay Down from
the Western board appearance of a Shift
of Wind took in Light Sails Reefed
& Hoisted the Fore Sail at 7 PM lowered
down our Sails Just before the Squall
Struck it blew heavy for a few Mom
ents then Shifted to E. & in 10 Minutes more
took the 2d Squall from NNW thund
ered Lightned & Rain at 9 More Mod
erate Wind hauled into NE & E by SE
& SSE we have Sailed Sixty one Miles these
24 hours at Noon Not a Cloud to be seen
Lott by Obs 37.04 & in 19th fathom
water 2 Sail in Sight

Tuesday 29th April 1845

first part of this Calm caught Several dog
fish in 15 fathoms at 4 PM Light-house
from NE. & E. at 6 PM heavy Clouds in the W
appearance of a Squall Soon began to Light
en at 7 PM took in Light Sails Reefed
Foresail & Hoisted & Reefed Foresail at 9.30
Lowered Down Mainsail Just as the Squall

Struck as it blew heavy for a few moments
then became Calm & Wind Shifted to N.E &
Fastened Not more than 3 Minutes then took
another Squall from N.N.W which Lasted
10 Minutes then Moderate & in 15 Minutes
after took a third Squal which lasted
one Hour then Moderate & continued
So through the Night Middle 7 Am then Calm
at Noon fine Boats from N.W Sounded
in 13 fathoms Lat by Obs 36.30 ----
fine Pleasent weather & Smooth Sea

Wednesday April 30th 1845
this Day begins with fine Pleasent
weather all Sail Set Wind N.N.E &
& NW Made Land the North Carolina Shore
about 40 Miles to South & E of Cape Henry
Light Wind N.N.E Steering as near
to S.E by S at 4 Am a Light Schooner
Bound our Lee bound to Wilmington
wind N.E at 7 took in Light Sails began
to Tide it in Westerly board we have been
Sailing 6 Miles per Hour Since Noon at
8 AM Sounded in 9 fathoms Took Ship to the East
at Midnight Wind Wind Shifted to N.E at 3
Am Made Cape Hatteras Light at 5 Am just
Just inside of the inner Edge of the Diamond
Shoal in 11 feet water & Soon afterwards into
10 fathoms Set Square Sail at Noon fine
Pleasent weather & by Obs we were to the
South of Cape Lookout Shoal Lott by Obs

Thursday Augt 14th 1845

This Day begins & ends with pleasant weather Fine Stiff breeze from E.N.E & All Sail Set- Steering W.S.W at 1 PM Made Land of Duck about 10 Miles to the S.W of Cape Look out Light House our Obs. prior to the very Erroneous could not account for it as the Boat & Buoy was only one Mile at 4 PM pass the end of the Shoal 6 Fathoms then deepen & steer W by S for New Inlett at Day Light Not in Sight Land found we were 6 Miles to the S.W of New Inlett & so Made to Leward went to Beating Sea the two Pilots that was a long distance ahead of at Sunset Boats just to be assured to Towers of us at 5.30 a Pilot Boat Spoken us by the Name of Criss at 10 PM abreast of the Bar & Hove to it being Low water cannot go in until 2 PM we have now been Seven Days from Boston a fine Passage at Noon Shifted Pilots & took Thomas Criss his Brother at 2 PM came over the Bar & came to anchor on the South side of the point Landed the Sails & went on Shore at Federal Point & Installed the Light Returned on board at Sunset. O. how good the Lord has been unto us in protecting us on the Passage & guiding us safely into our Intended Port we have had Several Squalls but was of but a few Moments Duration no gales of wind we have not had, was there Ever a Person more Blest of the Lord while Sailing upon the Great Deep O. My Soul awake & adore every power

& faculty of Soul & body & mine to praise
the Lord for his goodness & Paternal care which
has followed me all the Days of my Life
from Childhood up to this present Moment — O
how many times I have been snatched from an
untimely Grave on the Sea four times ~~before~~
before Nine years of Age come Near being drow-
ned in 1833 a great Shot-boy to take my
Life & throw me into the Sea on my Passage
from N York to N. Bedford but God sent
an angel of Mercy which stept in between
my Body & the one that made the attempt &
Paralized his Arm so that he could not get
Rid of me to accomplish his fiendish deeds
In 1839 December was Wreck in the Gulf
Stream & did not Expect to Live more than
two hours when the same angel was sent
Again in Mercy to rescue us from a watery
Grave. O how many times I have been rais
from a Bed of Sickness Miraculously brought
to Health while my family & friends Standing
by the Bedside Expecting to soon See me breath
my Last. O thou God of Love & of Great
Mercy & Loving Kindness & Long forbearance &
Prayer hearing & a prayer answering God
O how My Soul ought to praise thee for
What thou hast done & still are doing
O for Grace to love thee more & Serve thee
better Eradicate every thing out of my Heart
that is Contrary to thy Holy will that I may
Live the rest of a pure Heart fervently for my
time is Short ~~My~~ Journey soon will end. & I Hope the

Crown with soon be " soon & victory gained

Friday May 2 1845

all this Day Musick at 100 & Sowing Heavy Latter part day left our Cotabs for a pilot to Smithville but blowing so fresh could not come on board went on Shore & Sa my friends stayed all Night at Mr Gaipons his wife a very pious devoted Woman

Sat May 3

first part of the Day pleasant wet the Sails at 6 & 7 got under way with a pilot on board for Smithville at 11 AM past the Town & Forts Down about 4 the Fort on Oak Island 2 mile from Bald Head & Town & Come to anchor went with boats & surveyed the Light Bryan Moore Keeper Returned on board at 2 PM got under way Wind at South & at 5 do Come to anchor back again to Town Satisfied been very much favoured of the Lord as I wanted to Devote the Sabath on Shore among my friends in Holiness Meeting among Them if so Now Raining at Midnight Clear) of Rain Wet

Sunday 4th May 1845

all this Day Hoover, Post
Jones, Self & at 9 AM took My Small
boat & Myself & Son & 3 of My Sailors
Went on Shore at Federal Point about
3 Miles from the Schooner Brig to Mr
Cellars House where it was the most convenient for to hold a Meeting & one was
appointed for Me at 11 AM Opened the
Meeting at the appointed time took the
15 & 16th of Corinthians for My Text
had a free interesting good Time.
Closed at 12.30 PM Met at
6 PM Met at the appointed time gave
an Exortation about 3/4 of an hour
& Sister Sarah Grissom Closed by
Prayer went to Mr Grissoms House
& Joined all Night, thus a pleasant
Sabath Day has past away in striving
to do good to My fellow Being

Monday 5th May 1845

First part of this Day Devoted in Striving to
do good at different Hours Entertaining & Praying with families I was called to
go & See an Old Pilot about 188 Years old
in the Day Forenoon was Supplied & Dined
I found him in a low State & was sensible
& could talk freely. He was a Man of no
Learning had lived a careless & Irreligious
Life & said that he had Hoped to live

as well as the Jersey law & thought all was well with them & talked plain to him so that he might receive himself on so great & important subject, & left him in the hands of a Merciful God who will do right

at 2 PM returned on board got under Way & beat to the South ward of the Bottle so as to be ready when the Tide was high enough to prove over the at 3 PM came to Anchor at 4 got under way at 5 PM Pilot Jordan left us on the Bar paid him 20 Dollars for Inward & Outward Pilotage drawing 8 feet. Set all Sail with a Steady E by E for Cape Lookout Light House at 8 PM Lights were at one very near coming on Board with a Pilot Light Steering hor. at 9 Lights ahead) Light Sail at Midnight Charges the weather heavy Swell on from SE so ends the Day

Monday 6th May 1845

This Day Acreable weather Thunder Lightning Rain, Wind all round the Compass Heavy Swell on from SE at 4 PM Lighted up See Cape Look Out Light House bore) bearing E by S wind at SSE & Light & unsettled weather continued to go in Beaufort for a harbour bore away Set all Sail round the Bay & so by Down & Sailed up with[out] any Difficulty a Pilot boarded us & took the bar paid him Eight Dollars

Came to Anchor abreast of the Wharf near the Post— we joined to get in to Port but however carefully we ~~were~~ are favoured of the Lord God we be, to his Great & Blessed power & Help in Assisting us in to this good Harbour the Wind is now South & with Heavy Clouds with Lightning at 9 am

Thursday 7 May

Fair Pleasant weather until 9 PM then thunder & Lightning & a Squall with Rain on Shore & Shifted a Waterboard Boat Lighter with two Men to go into na & with my Crew to Supply the Look Out Light House took in each Supply & Started at 8 AM and at 11 am & with our crew & Eight Men that we had there Made Fifteen in all. & had to Row the Oil through the Sand. one mile and a half through the Port by the Sunset & Started for the Schooner & after Sailing 7 Miles began to be Squally but our Anchor & Rode to run on Shore until the Squall was over Midnight Rainy & Blowing fresh

May 8th raining & Blowing until 3 AM at which time came along side the Wharf at Beaufort Started with our own boat & returned on board at 3.30 & Blowing Heavy at times until 4 PM the remainder of the Day Pleasant & Moderate

May 9th 1845

All this Day fine pleasant weather first part Light Airs from the Latter part fresh from South at 9 AM got under Way & proceeded over the Bar without a Pilot & the Water being very Clear. Showed where all the Shoals were Made one tack to the Westward then tack to the Eastward & round the Bar. This Bar I is making to the Eastward & Being the Shore & a Line of 10 fathom of water about a 100 Yards from the Shore which runs your within ~~the~~ what has generally been call the Shore Banks ~~Bar~~ SSE to New Cove Look out Shoals bad to Make one tack to the Westward before we could weather the outer breakers & then Stood the Shoal in 2 1/4 fathoms every Boat Lead showed itself & we steering by that & when it did not break we Bore (not afraid) to Sail as it would break in front of us to the NW & NbW stood the S SE all Fair at 2 PM Spoke the Bark J Patterson from Philadelphia with Loss of ~~Mainmast~~ Foremast & Main Topgallant Mast in a Squall of the Night of 7 Inst at 7.30 took a Pilot of Ocracoke Bar & got in & came to Anchor at Dusk Moving from at South

Saturday 10th May 1845
Lying at Ocracoke
all this Day fine pleas-
ant Weather Wind from S to South
west with South Boats & Supplied
the Light & agreed with all M^r
William Howard for his center board
Schooner to go & Supply Pamlico & Cape
Hatteras but could not have her until
Monday Morning returned on board at Noon
& prepared every thing for Monday Morning
the Day ends in Pleasant weather &

Sunday May 11 Lying at Ocracoke
Inlet all this Day fine Pleasant weather
Devoted the Day to the Service of
the Lord in Holding Meetings in My
Cabin for the first time Since I Left
Boston I find it good & profitable so to do

Monday 12 May
our Lighter come along Side at 7 AM
Soon Got in all our Supplies of Oil &
other articles pertaining to Lamps, & Myself
Son Stephen Knight & 3 of My Men with
two Slaves Made out our Number Eight
& Started at 9 AM to go & Supply Pamlico
Light House arrived there at 2 PM a
distance of 30 Miles Supplied the Light
Repaired the Lamps got through at 4 PM
Wind blowing fresh at SE & could not
Get back that Night at this House

the keeper has a Wife which weighs 400 Pounds & is his 2d Wife & both his Sisters & nearly of the same weight they have one Brother which weighs 300 Pounds & their Mother Weight about 600 Pounds. & it is said that the flesh came over her ankles & was even with the bottom of her foot so that the foot was covered entirely up. the Keeper Mr Samuel Gulfords Wife is a very Pious Woman & I spent those all Night

Tuesday 13 May

Rainy & the weather with heavy Rains Until first part of the Day & then Sun back to SE got under way at Noon & Stood for Swan quarters and there at 4 PM up to the head of the Creek of the Bridge took a Pilot Sampson a Couloured Man the Capt of our Pilot Schooner & walked up to the Court House about one mile went into a Store where I saw the Men soon entered into conversation upon Different Subjects I soon introduced the Revival Cause & heard the the Signs of the times. the Keeper of the Store says are not you a preacher I said I sometimes hold Meetings he gave me an invitation immediately & said if I was to preach he would send & inform the Inhabitants I consented & the People was soon informed went to his House & took tea at candle light our Meeting began about one Hundred & extra to hear the Stranger took 3 Chapters of the 2 Epistle of Peter. so many sent had a good

Good time & all was attention Arrived 9.30 PM
went out & found about a Dozen Colored Slaves
Together owners with them Many of them Relations
Returned on board So ends this Day & the goodness
of God how great little can I imagine this
Morning that we should come into this Place for
a harbour & there be permitted to hold a Meet
ing at the Coast Guard House & to have so Many in
a Country Man to attend but God our Heave
nly Father wesks every thing after the counsil
of his own will Glorified be his Holy Name

Wednesday 14 May
got under way at Day light for Cape Hatt
eras & House a distance of 54 Miles arrived there
at 230 PM that is our little Schooner could not go
within 2 Miles of L House Not having water enough
The people soon come Down with their horses
& cart & carried it all up to the Light House
by Sunset but could not get through pumping the Oil of & Repairs of the Lamps
at this time We had prayers in the
family Jos & Jennett Keeper of L House

Thursday 15 May Wind S SW
blowing fresh finished our Supplies & got through
at 8 AM at 9 went on board of our Schooner
at 11 Said for our Schooner & stopped at the
mouth of a Small Creek where were 3 Houses
here we are now 14 Miles Onslow L H
it is 5 PM & the reason of our stopping here there
was no other safe place for us until we arrived
on board of our vessel. The weather denoting a

soon went on shore & up to a Mr Jones
in Capt Murphys, we soon got acquainted
he is not a pious man. I told him that I should
like to hold a Meeting this Evening at one
of the Houses he was much pleased & said
that he would inform the people a young man
was sent of emergency on a Horse to give the
news that a Stranger was here & to hold a Meeting
this evening Capt Murphy went over to the Next
House about one quarter of a Mile his Father in
Law lived there. Joseph Quickly himself & wife
Methodist soon returned & said the Meeting
would be held there at 7 o'clock early Candle light about
2 or 3 hours Colletin Hour Meeting began but a
solemn Interesting Season, it came on about
8 PM a very heavy tempest thunder Lightning
& Rain & continued we did not ask 9.30 & several
travelled home in the Rain & one woman died
The hour of the Meeting got up out of Bed being
sick & came to Meeting & went back in the
Rain was so anxious to come I stayed all night
& many likewise had to stay in consequence
of the storm. I find the Inhabitants here & down
at the Cape affectionate kind tender hearted hence
I sent it seems that they would give away the last
bit of bread they had if a Stranger came among
them & was destitute

Friday 16th May 1845

Still detained here this Day has been a
dreadful one blowing a heavy gale of Wind from
N.E. cold & Rainy. towards Night went about
half a Mile to Lay on a Man & his family I had
a very welcome reception he was much pleased that I

Cabin to see him he is one of the Coast pilots took tea with him & family had a very pleasant evenings conversation his Name is Stowe Passed all night with him had Prayers before Retiring to Bed

Saturday 17 Mowing fresh Wind at 8 OClock took breakfast with the family prayed with them & then took my Leave of them returned on board got under way for our Repell & Passed along Side of them & Joined to arrive Safe in Port Schooner Gazelle

Sunday 18 May

Lying at Beaufort Island Roads All this Day fine pleasant Weather Wind to NW at 12 AM Called a Meeting in my Cabin at 2 PM took our Small Boat & part of my Sailors & went on Shore at Portsmouth with the Intention of Holding a Meeting in the Methodist Church but when I got on Shore & found by my friend Doctor Dudley that their Minister had Preached the Day before but there was no Meeting to be held in the afternoon & made up my mind that I would hold a Meeting Among the Coloured people but got disappointed See the Methodist Preacher enjoyed a pleasant interview with him & went with him to an evening Meeting & took part with him

Returned back & supped with the Doctor

Monday 19th May 1845

at Day light returned on board in pilots boat got under way & proceeded over the Bar at Noon past through the Point Shoal of Cape Hatteras about one half Mile from the point left a large breaker outboard of us came within it about one quarter of a Mile at Midnight Came to Anchor off Cape Henry Wind South

Tuesday 20th 1845

All this Day Baffling winds Sent the went on Shore Early & Surveyed the Light got through at Noon returned on board & Sailed up to the point Comfort came to Anchor Just to the westward of the Wharf above the Light House at 4 PM went on Shore & Surveyed the Light House got under way & Sailed up towards Sewells point & Came to Anchor

Wednesday ~~Thursday~~ 21 May

fine pleasant weather got under way at Day light for Back River Light House Surveyed it at 11 AM returned on board & Sailed for New Point Comfort and & came to Anchor at 4 PM Revenue Cutter lying here went on Shore & Surveyed the Light took tea with the Keeper & family & Spent a very pleasant Evening with them all the family consisting of 3 aged Women the Keeper & Wife & 3 Daughters grown Methodist, Pray with them & left at 10.30 PM

went down to the beach but could not make any one hear I found a colored man fast asleep in a canoe told him if he would take me on board I would satisfy him he did so I gave him a suit of Clothes & as he had no Gallouses took my own off & gave them to him he was a pious good man & a good understanding about Spiritual things went away Grateful for what I gave him

Thursday 22

Lying at New Point Comfort first & middle part foggy wind E S E Latter part pleasant got under way at 8 am for Little Wolf Island Light House about 25 Miles distant N N E & N E by N and then & came to Anchor at 10 PM Light House bearing N W by W

Friday 23 May fast part showery part from E S E went on shore & Surveyed the L House the old Keeper Mr Swift was now charge got under way at 9 am for Point Lookout Md Arrived there at 3 PM went on shore & Surveyed the Light setting on board at 5 PM got under way for Piney Point 9 Miles distant came to Anchor at Sunset

Tuesday May 24th 1845

with the other Vessels in Company
went on Shore Early & Surveyed Piney
Point-L Thomas got under Way Sail'd
down to S. Smith Point- went & Surveyed
that L Th got through at 5 PM returned
on board & filled away for Smith Island
on the East Side of the Bay having Sounded
round it & passed the Capes Watkins Point
Tanks Ship & Sailed under Point-Look
out or about one Mile to the Westward of
it- & Came to Anchor at 9 PM to spend
the Sabbath

Sunday 25 May 1845

Lying off Point-Look out-Several Sail
of Vessels to anchor with Us Waiting on
Wind to get over the Bar-have been for a
great length of time By God favour
& Providence if wrong it appears like easy
passage before Winter nearly all the Vessels
got under before Evening & proceed up the
Bay

Monday 26 May 1845

got under Way from Point-Look out
at 2 AM & proceeded over to Smith Island
& came to Anchor the L Thomas being
at Daylight- Having fresh sea Breeze
to Assist by the L Th got under Way &
proceeded up the Bay & Surveyed Coves
point-L Th. & Thorps Island L Th & got
through at 6 PM & proceeded to Thomas
Point- L Thomas Came to Anchor at 9 PM

Tuesday 27 Lying at Woods point
Light House went on Shore at Sunrise
& Sufpkid the Light got under way
& Sailed up to the Boakin Light House
Came to Anchor Sufpkid that Russia
on board got under Way & proceeded
up to the Mouth of the Sturgeon bank
Came & Came to Anchor at Dusk

Wednesday 28 Lying 7 Miles
from Cascia Point Light House
fresh wind from West got under Sufpkid
into the Large Boat & Sailed up & Sufp
kid the Light House returned back at
Noon got under Way & Sailed down
to Turky Point Light House & Sufpkid
that Light House bearing West from South
May 29 Thursday fresh Winds from
from SSE got under Way & beat down &
Came to Anchor off Pool Island went
on Shore & Sufpkid that Light House found
that we Must put on a full Set of Light
but could Not But Thrall all on this Day
returned on board lying 2 Miles off

Friday 30 May
Lying to the East of Pool Island 2 Miles
Distant went on Shore & finished repairs
returned on board at Noon got under way
& in Sailing down the river ran aground
3 Miles below the Island on West Shore
Shoved off soon got off & proceeded down
the Bay for Point Light House but
in Stopping to Night up Ran on a Shoal
& it being about high Water did Not get

it yet of but Thursday the Lord provided
ence of God we got of without Injury
son into 4 fathoms & Came to Anchor for
the Night

Saturday May 31th 1845

fine pleasant weather got under Way
Weind at 8 & 7 am Came to Anchor
ore with from North point L House
went on Shore & supplied them returned
on board got under Way for the
Lazaretto L House and at 3 PM Came
to Anchor abreast of the L House Supplied
returned on board Was visited by the
Health officer had no fee against us
got under Way & proceeded up to Balti
more Came to Anchor at Sunset

Sunday 1th June 1845

fine pleasant weather went on Shore
with my Crew to the Bethel for Noon
& Evening

Monday 2d June

Lying at Baltimore Went up the Basin
got a Letter from Brother & hired such
Artils as we wanted paid the
Collector a visit returned on board
at 1 PM got under Way Weind SE
at Dusk got out into the Main Bay shor
ned both crown as far Piper and Kent
Island & Came to Anchor at 10 PM

Tuesday 3d June 1845 My birth Day
57 Years of a Experiend Life upon
Thirty Eight years ago. & have been
a Publick Speaker that is Holding
Meetings in Churches & Private Houses
Since 1839 the 1st Meeting that I ever held
in a Church was at the Bethel in
Richmond but 4 Days previous held
a Meeting on the banks of the
River ten Miles below City Point to a
Number of Slaves & some white people
& Since that time I have held 8 Hundred
Meetings from Louisiana to State
of Maine & in those Meetings Souls
has been awakened Backsliders reclaim
Saints revived & My Soul blest in
doing My Masters will
got under Way at Day light from
the Southard & went to beating down
the Bay we have Hog Point Light
& Cap Island & Smith Island Lights
to Supply & then we Shall be Out of the
Chesapeake Bay Lights at 11 PM come
to anchor 2 Miles above Cove point Light House
Wind heavy from the South
June 4th Wednesday
got under way at Day Light Light
for Hoopers Straits to Supply Cap Island
past the Light at Noon saw one mile past the
& came to Anchor Started immediately with
our Large boat & went & supplyed Cap
Island Seven Miles Dist got on board at 8 PM
Last before a Squall Struck

June Thursday 5th 1845
All this Day Pleasant weather got
under way at Day light for Gay Point
Smiths Island to Supply that L House
arrived there at 1 PM anchored with the L H
bearing S E by E one half Mile distant Supplied
it & Returned on board at 4 PM. got under
way for Smiths Island L House bore
Cape Charles at Midnight Light-ships
both Light Boat of Watsamell Point

Friday June 6th 1845
fine Pleasant weather at Day Light
past Drum Point Comfort Light Hair
full in with a Schooner bound
there past a letter on board of her for Baltimore
at 4 PM Came to anchor off Cape
Charles wind E S E could not get into the
Harbour went on Shore upon an Island
Ast to us & got a large quantity of Gulls
Eggs so ends the Day

Saturday 7th June 1845
Wind Shifted to the South & blowed
very at 3 AM at 8 More Moderate got under
way & Run into the Harbour Secure
from all Winds moored the Schooner as it
is very Narrow just to Sails we are now
6 Miles from Smith Island Light House
Soon Started with our boats and then at
11 AM Supplyed the L H with Oil but had
to put on a fresh Set of Reflectors & could
not finish until Monday it came on very
heavy Night & the Large boat Started for
the Schooner dare not put off Either she will

find her to be right so we with a small
band found at the Keepers House they are
all Methodist & were much pleased with the
Truth of my being here so that we con
clude to stay on the following Day. had
prayers & retired to rest.

Sunday 8th June 1845

all this Day fine Pleasant weather
I must not forget the Hour & time of day
Light & this Day night fall we after the rem
ainder of the Day in Meeting we appointed
this morning for the afternoon the Said
Tribes Duty could not have time to give
notice to those living at South end of the
Island seven families Resides upon
the Island met at the appointed time
about 25 Men Women & Children had
an interesting season to the Speaker & the
Hearers & after I had finished gave
Liberty for any to improve Sister Brisk
House the Keeper Reigns arose & said
She had been blessed this afternoon then
an old Man 75 Years Old had been
brought up on the Seas he testified
of the Days of Salvation & how the coming
Lord how he found he was of this
blessed Providence Glory to God he
uses Me as an instrument in his hands
to help Souls. praise & honour & Glory
be ascribed to his Great Name had
prayers in the evening thus closes another
Pleasant Sabbath Day away in working
in My Lords Vineyard

Monday June 9th 1845 all this day
had Pleasant Weather the Schooner
Lying in Cape Charles Harbour & Myself
& Smith Sailed Light-House at 4 AM
My Boat returned from the Schooner at 10 AM
finished putting on the Reflectors & Platers
for the Schooner went on board at Sunset
& Sailed

June 10th 1845
Supplied Assateague Light House

June 11 Supplied
Cape Henlopen & beacon
Lights

June 12th Supplied
Delaware breakwater Light House

June 13th 1845
Set Sail from the Breakwater to Supply
Mispillion Creek Light House 20 Miles distant
at 5 PM Came to Anchor 6 Miles from the
Light House to Sail to Supply the Light House

June 14 Blowing fresh from
NW Started early in the Morning to Supply the
Light House & there at 7 AM Supplied it & Returned
on board at 11 AM got under way for Makers
Dilet Light House got within 3 Miles took
a Squall Tore an flying Jib came to
Anchor to wait the Day

6

1845 & 1846

Commences a Journal of our Winter Cruise on Board Schoons Gabrella Supplying Light Houses with Oil & repairing Lighting Apparatus & putting on New Reflectors &c — Commencing at Georgetown S.C. & Ending at Vermillion Bay one Hundred & forty Miles to the Westward of New Orleans. With a Crew Consisting of Joseph Howland as Master

Washington Ellis Mate
Peter D Mate
Stephen Knights Cooper Smith
Orlando Howland Cabin boy
Francis Holcomb Cook
John Winslow Seamen
Matthew E King — do
Wm Smith Mallacky do
James T Marsh — do
Franklin Richardson Ordinary

Wednesday Oct 29th 1845

Fine Pleasant Day
Fine Wind at South at 11 Am Set Sail
from Watsons Wharf at Broom Point Clarks
Point — So ends these 12 Hours.

Sea Account Begins
Thursday 30th 1845
all these 24 Hours fine pleasant
weather Wind to the Northward 1 PM
then Shifted to the S SW at 3 PM. and
Still on board of Prime Island Wind
to the West SW at 4 Tacks to the
South at 8 Am Gay Head bore E by S
½ S at 12 Miles Distant from which Took
My Departure Call all My Sailors
into the Cabins Told them what my
Rules & Regulations were & What I Intended
for them to do & that it was My Intentions
to Hold Meetings on board when Opportunities
offered & Upon a Sabbath Day come
in the Port I Should Not Sail on that
Day & if near to a City would go on Shore
to Meeting or Hold one on board. Then
read a Chapter in the New Testament
then Prayed Committed ourselves &
our Little bark to God our Heavenly
Father that he would guide & protect
us while Sailing upon the Great Deep
& Return us back in his own due
time to our Own Families Richly laden
with the Experience of this Good

At Noon Observed in Latt 30.11
we have Sailed by the Wind SWby S
Since we left Gay Head or Fook
our Departure 82 Miles

Friday Oct 31 th 1845

All this Day fine pleasant weather
Moderate Winds & Calms we have Sailed
74 Miles SWby S Latt by Obs 39.05 - - -

Saturday Nov 1 th 1845

all these 24 Hours pleasant Weather
the first part Light airs from the South
SE Middle & Latter part South Winds from
SW Course from SWby S to West W
Latt Obs 38.37 & in 35 fathoms
fine white Sand - - - - - - - - - - -

Sunday Nov 2 1845

this Day begins with South Winds from
SW & Clear weather all Sail Set except
Gaff Topsail & Topgallant sail at 2 PM made
a Sail on our Starboard bow steering our
Course WbS W Soundd at 3 PM 28 fathoms
Yellow Sand quite a heavy Sea on
the Beam Raising & Lost Reefs the Sails
Standing Topsail flying Jib - at 5 PM
to South at 4 AM tacked Ship to
Wind Latter part with Wind & Smoky
no Obs this Day

Monday 3 Nov 1845

begins with fresh Gales from SE

at 3 PM Broad land on our
Starboard Bow bearing up NW
Past a Bank Ship standing to NE
at 4 do Bank Ship Eastern board Land
being so thick could not as certain what
Land it was supposed it was Great Egg
Harbour Made Port fresh Winds
Latter Part Clear (Cloudy) Overtaken Lost
on board the Land found it to be
the Navy Land Shore S our Obs this
but we were 17 Miles to Southward Cape
Henlopen Wind to the South S as we
Mantled a considerable time to the X
to Sail Good S by E Course were away for the
Breakwater Pier 10 Miles Round Shoff
Steering by to the N NW & we in Sight
of the Reholoth Light 9 Miles to the S
of the Cape. Stood E ½ S E by S in 6
7 8 into 10 Fathoms then Shoaled in to 7 then
Deepened into 10. 8 12 Kept of SE ran an hour
then Deepened into 15 Fathoms Stood S by E
½ E Course the South Cape Stood away Penwick
Shoal Sailing 9 Miles per hour Blowing
Fresh took in Top Light Sails Settled to Sail
& Braced all 2 a M More Moderate at
6 do Set Square Sail Topgallant Sail
at Noon fine Pleasant weather Lat by Obs
36.52 Nine Miles to Southward Cape Henry we have
Said Prime 7.30 last evening 162 Miles S SW
X Monday Ends at the Crop above
& Tuesday 4th Pm begun

Wear of Nov 5th 1845
All this Day Changeable Weather
Moderate Port Squally Sometimes
Hazy Sail to Eastward Latter part
of 8 Miles Do Hours at 4 Am Got Hotham
up Shoals of Body Gun on being Wide out
Sin 20 fathoms at Daylight got into the
Course of the Gulf Stream with Ship to
North at 8 Made the Light Near Bury
at 10 by it came to the S of the Shoal &
got under the Lee of the Cape at Noon
Took in Sail Double reef Mainsail &
Set Storm Jay under that 8th the Isle of
on Sounds the Day.

Thursday Nov 6th 1845
begins with fresh Winds from WSW
& Pleasant Weather Lying off & on under
Cape Hatteras at 4 Am Shoal Cape E
Harding of Beaufort in the Schoone
Had got Past the Shoal & bore up for the
Cape at 430 PM come to Anchor Cape Light
bearing NW 1/2 W 3 Miles & the North Point of
Cape Hatteras bearing West in 6 fathoms Sandy
bottom about three quarters of a Mile from the
beach the Night Latter part with Pleasant
Weather & Clear with a little rain Lay very
Comfortable all Night Wind of Shore at
at 7 Am Squally Wind Hauled to WNW
got under Way at 8 Am a Schooner
bound to the Southward came up & Spoke
us

& went through the Point- Channel & we went round the Diamond Shoal very sorry for Poor A. Boon & lost on board in 9 fathoms

Friday 6 Nov 7th 1845

this Day begins with Lt Wt Moderate & Clear Hook our Departure from Cape Hatteras Shoals at 2 PM went North to Wt & W headed W. SW at 5.30 PM Wind W took Ship to the Southward & headed W. SW for the Inlet Winds & Weather as before Whole Lower Sails & a Reef- To repair at 7.30 got in to Nine fathoms to the Westward of Cape & Light House took Ship to SW by W blowing quite Heavy & a very Heavy Head Sea at 10 Wind Hauled to Northward came up WSW Hauling W. the Same at 2 AM Reef & Main & continued until 5 AM then a fresh Gale sprung up Reef and To repair & Set To got and Sail at 9 AM Made Cape Look out Light House bearing NW by W at 10 AM for South Breaker or Mid distant & in range with the Light House bearing NW by W & Just in Sight of each & at the same time on Shoal ground & very hilly Soning from 4 to 3 to 5 fathoms for some time Carrying A. Boon SW at Noon Lat obs 34. 15- & fine Pleasant weather

Saturday Nov 8th 1845.

First Part of this Day Moderate breezes from S to S.W.E Steering SW by W for the South end of the Hoying Pan Shoals a Nor Nor Easterly Course 2 Miles to Leeward of us at 6 PM nearly Cotton at 8 am left on board the Boy Hatch each of the Shallop to be the Boy Harriett of Falmouth Capt Baker from New York & bound for Charleston at 8 in a few Minutes towards my Boat I went on Board & found on Hour found one Female Passenger & three Men on board all of them Pleasant & had quite a Sociable Interview Spoke Religion & they were Low to talk about it returned on board

at 5 am Stiff breeze from SSW at 9 am Wilmington Pilot boat Spoke us 15 Miles SE of New Inlet Light House at 10.30 Made Land Steering NW 10 Miles distant from the Light House

Sunday 9th Nov 1845

This Day begins with Stiff Breezes from SW & Cloudy appearance of rain Soon after 1 PM took Pilot Aboard the North Carolina Shore in 5 Fathoms & heave up SSE at 2 PM Rainy at 3 a brig & Schooner passed us from Wilmington bound North at 4 Every Hand aboard Saw all Sail Set by the Wind

at 10 Wind Ranged to N.W. Midnight in
11 fathoms water & so on the Keying Bar Shoal
at 2 AM made a breaker from a Head of
us for Ships Quick & Stood to N.E. & Deepend
our Water at Day light blowing Heavy
Kept off Soon a Sail in Sight in 10 fathom
then Hauld up N.W. & came on to Stow
heavy Squalls Under our main & two Reef Fore Sail
& Jib with the Burnish of at Noon Obs
33 23 ~~at 2~~

Monday 10 Nov 1845
Blowing a Hurricane Gale of Wind &
Clear Weather & in the Gulf Stream
& a heavy Sea on & Schooner Labouring
Hard Midnight the Same & until 4 AM
Split our Reef Mainsail & Foresail
at 11 AM Set all our ~~Lower~~ Sails
& Set Reef Topsail Light Winds & Pleasant
Pleasant we consider Ourselves Just out of
the Gulf Stream Wind N.W. & quite
Smooth Sea Latt Obs 32.31 - - - - -

Tuesday 11 Nov 1845
all this Day fine Pleasant Weather
all Sail Set & the Wind & Breezing up N.W.
at 8 PM Sounded in 35 fathoms at 3 AM
15 fathoms at 5 ao 10 fathoms tack Ships
to S.W. at 7 tack Ships to N.W. at 9 wind
backed to S.S.W. at 10 ao Made Land
at Noon by Obs & ~~Land~~ that we were 4 Miles
to Southward George Town Light House at Noon
Made the Light House bearing N. 13 W. at 3 PM

Came Too of the Bar for a Pilot at Sunsett Cast Anchor that Night the Next Morning came of & brought us in safe & Came to anchor Just above the Town at 7 PM Held a Meeting in the Cabin Found an Interesting Season praised the Lord for his Safe Passage over & bringing us Safely into Port we have had a Very boisterous Passage of 18 Days & after passing Sea Coast Above Twelve Days was Driven by a heavy Blow from North into the Gulf of Siam but at last weathered out the Gale & arrived at our desired Haven this is a true picture of our Christian Life here we are Sailing upon the rough Ocean of Time Exposed to the Storms & Temptations of the enemy of All Righteousness but we have the promise that we Shall have Strength & Grace Sufficient to overcome

Wednesday 12 November Lying in the Harbour of George Town. S.C. Supplyd the L House this Morning & this Day Makes to Date to go over the Bar this Evening All Day fine pleasant Weather Wrote two Letters one to my Wife & one to Brother

Thursday 13 Nov
at Daylight a fine Breeze sprung up got under Way with a Pilot on board & proceeded out of the river 6 Miles to the bar at 830 past it Discharged our Pilot Mr Marsh paid his 24 Dollars ——— Steered Sly for the East end of Cape Roman Shoal past it at Noon in 5 fathoms hard up WSW to W by S WbS & came to Anchor the L House bearing S by E Distant 3½ Miles 3 2½ fathoms Good at 3 PM went in Shore with our Sick & got through just at Sunset & came on board at 730. Ready Calm at 9 Light Wind at We got under Way for Charleston at Midnight Smooth & a Mild pond 3 knots Wrote To this Day

Friday 14 Nov 1845
this Day begins with fine Delightful Weather wind WSW all Sail Set by the Wind & bound for Charleston 5 in 7 fathoms Water Steering SW & SWby W at Daylight made Charleston L House bearing WSW

At 11 Am Obina South to 1 PM at Noon took a Pilot boat up to Main Bar & came over it at 4 PM. at 5 came to Anchor at our usual anchoring Ground a few above the New Fort Just Sails & Prepare to Start early in the Morning to Supply Charleston Light House ———

Saturday Nov 15th 1845

Lying in the Harbour of Charleston begins with fresh Winds from S & Cloudy Started with both Boats at Daylight to Supply the L H a custom of 4 Bricks & the nearest Landing was 7/8ths of a Mile & was obliged to Row our Distance got through of our Repairs & Oil at 1 PM. but on account of the Tide could not get out of the Creek until Dark and on board at 8 PM got under Way & Sailed up to Charleston to Spend the Sabbath. Still have to Supply the 2 Beacons Lights on Morris Island

Sunday 16 Daylight Fair Day Capt George Gibbs & Wife came from Key with his Boy Our Stove & Crew went to the Bethel all Day Heard good Preaching from Elder Yates he is not afraid to declare the whole truth

Monday 17 Nov 1845

all this Day fine Pleasant weather
Wind Light & Baffling got Down fare
Tolerable Yaras Night Set & Latter Part
Rising Caught the necessary Supplies
we wanted

Tuesday 18th fine pleasant
Weather first part of the Day when
the remainder part part it was from
Light to a Storm had a good
deal of trouble with Masts & the
Crew refused to get a man Way & wanted
to Leave but returned to Duty got
under way at 2 PM Proceeded Down
the Bay to our old anchoring place
came to Anchor went & Supplied the
2 Beacon Lights with 22 Gallons
of Whisky & 22 Gallons of Sperm filled
up all the Lard Lamps & Oil they have
one Lamp Each got on board at 7 PM
& Wrote a Letter to My Brother

Wednesday Nov 19th 1845

All this Day Light Winds & Calms
at 8 AM got under Way to Proceed over the
Bar for Savannah at 9 a past the Bar
in Sailing out we left the first Buoy which
is a yellow Buoy on the Larboard Board about
100 Yards which will be about one third of
the Distance to the Inner Buoy being about 500
of the the yellow buoy the next buoy you pass go
close on board of it leaving it on your Larboard
Side then keep of for the outer buoy on the South

Broke our cast go last on board of it
leaving it on the Starboard Bow

at Noon Calm at 1 Small breeze from West
at 10 PM Just in Sight of Charleston L House
bearing N by W 8 Leag SW at Midnight
3 Knots per Hour So ends the Day

Thursday November 20
fine Pleasant weather first part &
Middle Light airs latter part fine Broke
at 9 AM abreast of the Hunting Islands
at 2 PM. pilot Boat Spoke us Sin Sight
of Tybee Light House bearing WbS 2 Ships
came out & past us at 8 PM Came to anchor
Rest on board the Bench the L House bearing
SEby S 6 in 5 fathoms soft Bottom

Friday Nov 21st 1845
Lying in Savannah River all this day
fine Pleasant weather Employed both
Light Houses & had rather a hard Day

Mark soda over Bright Sand Banks 5 9 7 Gls
Shoaling Oil 262 and Mixture Making 859 Gls
143 Gon hand in all 1004 Gallons. a pilot-
Boat lying Ast- on board of- Capt- King came
on board who was the former Keeper of this L Hous
he is a pious Man he informs Me Most good
revivals there had been in this State this Summ
past & Observing in Savannah & on the Plantatio
ons among the Slaves & that a large Church
had Just been finished in the City which cost
3000 Dollars for the Slaves to Serve their Maste
in & a North Man for their Ministers ----
Latter Part Calm. ----------

Saturday 22 Nov 1845

At Day light Ast- got- us an way with a
Light Air of Wind from N W & Drifted
3/4 the distance Down to the Bar & observing
on & the South Brooker Ast- go our Anchor
At Noon Calm at- 7 PM Calm & Still
to Anchor, last- Night Sent up & assisted about
of the Bay on the Bar & is Down about one
third of a Mile to the N of- us & the L H
bearing West- at NW & in 4 Fathoms the ends
in a Calm

Sunday 23th 1845

Lying to Anchor Still Inside of Savannah
Bar at- 4.30 AM Wind S Easterly up from
N W got- us an Way & Sailed over the
Bar & when in five Fathoms Steered S W
by S & then S W which ran us to Near
St- Catherines Island Bar Kept of- 5 Gls W

then hauld up S.S.W. at 10 am past. Took on Board a Bar of Salmon Bar being from the West End of Black Beard Island W.S.W 5 from South end St Catherines Island Way S at 11 am Made Sail Saw 2 Vessels Shapes of Cairo at Times at 12 took a pilot about one Mile to the Bar at 2 PM came to Anchor to S.W of the Light House in 4½ Fathoms ¼ Mile Distant ——— in the evening had a Meeting in My Cabin & returned Thanks to God for bringing us Safely into Port

Monday 24 November 1845
Lying in Doboy Sound Staff gales of W & Cold weather Swiftly Safe to Light both the two Beacons Lights in Wolf Island both Stern Keepers. Return in Port at 8 am the Day ends in Clear Cold weather. wrote a letter to My Wife

Tuesday 25th Nov 1845
Still Lying in Doboy Sound all this Day both Gales from N.E could not Sail over the Bar Same as the Day ——— went on Shore to the Light House to the Keeper Mr Thomas a Young Man with a Wife he told me that She was Horribly Disappointed in me for Said he I expected to find a hard Crabed old Dissipating man but Said he how Different I Have found you

When I begin to get a little acquainted for you & Sarah I told My wife so.

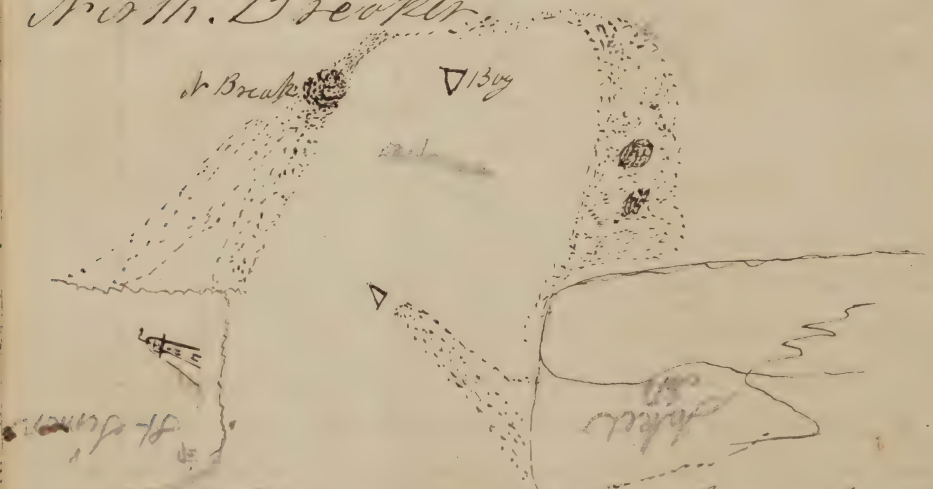
Wednesday 26th 1845

all this Day following fresh from N E Could not Get over the Bar went on Shore in the Evening to the Rupers House & Patrick the evening with him two of My Sailors come after me at 9 PM before Leaving we Sang Several Hymns & then pray with them

Thursday 27th 1845

got under way at Daylight arrived at N W ½ Bar weather & proceeded over the Bar for St Simons — the former directions in Sailing out over Doboy bar that is to Steer the Black Beacon which is the Lowest on to the North of the East one now will run you on the North Breaker Head. You Now must bring the Black Beacon a Parallel Length to the Southard of the White one which will Carry you Clear of the Breaker Head in the Main water over the Bar. & When on the Bar the Black Beacon will be Shut in by the Dwelling House So that you only can See the Lantern. Then is 4 Boys Now Down One out Side the Bar 2 Miles of the Breaker Head 300 Rods to far in 3 are on Wolf Island Shut Over it on Island

the 4 Buoy in on the Knob with your Lowe on your Starboard hand) going in the Dark B Buoys are Nearly in Range of the Light House we Had Not Less than 3 Fathoms on the Bar at 1 PM on the Bar of St Simons at Low water (Wind N.E) N.W. Had a fine opportunity to Sound the Bar & the distance to the L.H found a good Beating Channell all the way up from Gours & to bring the L.House to bear N.W by W Sound for it found that from the Main North Breaker Boat Shoal Ground Makes of Some distance about N.E. S.E. which broke when a heavy Sea came the Buoy is within the Bar B considerable Distance to the South of the North Breaker



at 2 PM came to anchor about Thomas Butler King's Plantation one Mile to westward of L House went on Shore & supplied & returned on at Dark Blowing Very fresh

Wed. We & Clear wee the calculate
to go through the Indiana passage if the
Wind will permit in the Morning So
ends the Day

Friday 28th November
this Day begin with Severe Cold weather
Wind N.N.W we got under Way at Day
at Daylight from St Simons & Sailed up
to Jekiel Creek & through it & Crost Little
Cumberland Sound & come to Anchor about
one quarter of a Mile from the Beach of the
N.W part of Little Cumberland Island the Light House
bearing S.E. ½ Mile Distant 5 & in 5 fathoms severe
Cold weather at 11 AM went on Shore with
both Boats & Supplyed the Light House
Returned on board at 2 PM quite warm &
pleasant got under way with a Pilot
on Board to pilot us through inland to Amelia
Island at Sunset Came to Anchor the South
to the South of Cabin Bluff the Day ends
in fine pleasent weather

Saturday 29th Nov 1845
All this Day fine pleasent weather wind at
N got under Way at Day Light & proceed
through the Divideing & Down to South end
of Cumberland Island & came to Anchor at
11 AM & went on Shore got wood at 4 PM
got under Way & Sailed over to Fernandina
Town & Came to Anchor abreast of it in
9 fathoms water - - - - - - - - - - - - - - - - - -

Sunday 30 of November 1845
Lying in the Harbour of Fernandina
Had a Meeting in the Cabins in the fore
Noon in the afternoon all Hands went on
Shore some to take a walk & to go to the Roman
Catholick Church had much better Stay on
Board than to find their own pleasure on Shore
in Breaking God Holy Sabath Day it was
No use for Me to Deny them. I would be Glad
a had a better Reason. & for the Sake of peace
let them go. although I talk'd much to them about
the desecration of that Blessed Day but when
Man has been enlightened & gets into Darkness
he of Course is blind & cannot See

Monday 1th Decm 1845
Lying at Fernandina all this Day Johnson
& McCarthey Supplied Amelia Island Lighthouse
this Day & return'd on board at Sun
set

Tuesday 2 Decm all this
Day Wind to the Eastward could not Sail

Wednesday 3 Dayan Still
Lying at Amelia Island Wind at N E
Concluded to go through the Inland to Jack-
sons to Supply that Lighthouse as I should Save
time Started at 11 am with a Pilot on board of the
Big Boat Myself in the Lt Boat it is a distance
of 45 Miles arrived there at 10 PM Hin a cold Rain
Storm. Had to get there it being Late was obliged

to Passy all Night- The whole of us Eight in
Number, in a Small Hut & very Open to
them Made up a fire & Boild Some Coffee
& So Cold that we could Not Sleep & Suffered
Much Through the Night-

Thursday 4 Decm 1845

Nearly all Day Raining west- Down to the
Light House on Side & Shot on the Rapaus
to Lamps & Shot in 7 Seven Reffeates aisd
with the Rapes

Friday 5 Early in the morning
Used at N. Liberty Cold East- Down
with the Large Boat with the Oil & a
Cold time the Sailors had up to their Middle
in Water sucking Oil on Shore got through
at 4 Am returned up to the Mills at 4 PM
Steam Boat- Came over the Bar Capt Peck
Who was formerly My Mate in the Steam
Boat- Penetration of Savannah & Said he
would Tow us Round to St- John which
would be on Sunday Morning

Saturday 6th Cold Severe weather
Used N W

Sunday Decm 1845

This Day Spent in the first part
of the Day mind A. Letter Past- St. Lukes
Mind the Steam Boat as She went
through the Inland & entered the Creek 3 Miles
above us at 10 Am this Morning but Could
have Come to get to St- John by taking it
rough & tumble. Started at 4 PM Had a
Great Deal of difficulty with My Men
at 8 Pm Anchored at the N. End of Pilpico

Island) Hannah on the Beach & work up to the Plantation of Mr Christifer where we partook of a good Supper my Sailors Cooked theirs in a Negro Hut & was comfortably accommodated a Number of Slaves there after they had got through at 11 Oclock they asked me if I would Not have a Meeting for them I did So & we had a good Meeting I hope it will be like good Seed Sown in good Ground that will bring forth fruit unto everlasting Life — we returned to our Boats & now have to Row 20 Miles to get to our Schoone at 12 Midnight got nearly lost the distance how found out the way

Monday 8th Decm 1845
begin with Light winds from NW carried on until Day Light have now all Sight & Boat out through fatigue & Rest Church all the forenoon afternoon went to a funeral of a Roman Catholic. at 4 PM got Schoone under way from Hernandeza & Sailed around the Abrolhos Rocks & come to Anchor under Little Cumberland Island So ends the Day.

Tuesday 9th 1845
Lying at South end of Little Cumberland Island high water at 4 PM
Winds at 10 AM at 4 PM Calm may Obliged to remain where we are went on Shore & got wood

Wednesday 10 Decm 1845
Thought the Weather Rainy at 4 PM wind N.W. got under Way for St Augustine at 5 past the Bar in a quarter Less 2. to Sail to the South. at 9 PM in Sight of St Johns Light House at Midnight Made St Augustine L House. Have Looking weather wind at North

Thursday 11 Have Variable from North at 8 AM took Rainy weather Ran down to the Bar & Hauld off at 3 PM of the Bar again with a Head & a Heavy Sea on Double reefd our Sails handled our Topsail & hauld off Shore at Midnight Coming here from N.E & hoisd our Mainsail

Friday 12th a gale of Wind from N.N.E.

Sat 13 Decm 1845
All this Day Blowing Heavy from N.N.E & Rainy. Sailors Boat adrift

Sunday 14 Decm 1845
Mr Maxwell Died of got an observation 28 Miles to the N of St Augustine in the Night Had 3 Squalls

Monday 15 Decm
at Noon Made Land Blowing Tremendous from N.N.E at 4 PM Came to Anchor 6 Miles to the N of St Augustine L House

Calm on board of the Shore in 5 Fath
Water Wind to Windward Set our Small bower
at 7 PM parted the Chain & Lost the anchor
let go the Lare Anchor & brought her up
at 10 blowing almost a Hurrican bent
on the Small Chain to the Large one & gave
her a good Scope Midnight the same

Friday 16th at 8 AM got under way
with the Wind blowing very Fair down to
the Bar a very Sea on but a very way
within the Bar we See no Entrance but
to us to keep off we did so were Ship Stood of
one Mile took Ship in & when Near the usual
Plan of entrance he waved to us again to keep
off then Struck his Wave & saved Into the Port
our & we were Obliged to lay of until the
following Day at 10 high Water on the Bar
at Noon Fair Pleasant weather in
Sight of the Light House

Wednesday 17 Dem
All this Day light Winds & Calm Noon
nearly Calm at 8 AM arived when we let
our Anchor See the boy & Landlord Nearly
over it tryd to grapple the Chain but
could Not Succeed then tryd to weigh the
Anchor by the Boy rope & Shot Ported & gave
it up for lost got under way & Made Sail
for the Bar but it fell Calm & Nearly So & could
Not gain our Port every thing Seemd to work against
us & appeard that there was No opening or entrance into
the Harbour wind Strong up to the N E & Comes

and to give up & make no more attempts to supply this L House but proceed on our way to Key West as So & Run until 6 PM Wind hauld to SE & Took Ships of Shore until 9 PM Wind began to Breeze up fresh we are now 30 Miles to the Southward of St Augustine we Run & Broke Bore more Attempt to get into Port we did So & Steered No W at 12 at Night Made the L[illegible] Light Wind South

Thursday 18 Decm 1845

fine Pleasent weather Sailing towards St Augustine L House at 1 AM Wind hauld to SW at 2 WSW at Day light we were 8 Miles to Leward of the L H Wind backed to SW & by S SW by S South at 8 AM Sail Boat Came to us with four Pilots on board informed us that there is a Plenty of Water on the Bar at 11 AM Sail over the Bar & then boat up Port the L. H. & came to Anchor ½ Mile above the point which Make the harbour Glad to get into Port especially after encountering So much Heavy weather if I had Kept on it would Have been a great Disappointment to the Keeper as all the Lamps were out of Order & a Small quantity of Oil on hand & likewise Port Provisions its a good Deal of trouble in Running Supplies to it & myself Much Censured for Not Supplying it as I was employed by the Month — but praised be My Heavenly Father for preserving me to return back & Guiding us into Port & my Father how can I [illegible]

Enough for thy paternal care over such
unworthy Worm of the Dust as I am I pray
God that My Heart Swell with Gratitude
& Love to Him for the Daily Blessings &
Mercy conferd upon me O that My Days
were devoted to thy Cause for thy goodness
towards me

At 2 PM went & supplied the L
House with Oil Patt on all Brave burners
got through at Sunset all enough Batting on
4 New Reflectors, wrote two Letters to My
Brother & Wife Latter Part Rainy

Friday 19th December
Lying in the Port of St Augustine
all this Day Thick Rainy weather
Mind Work to do so finish our repairs
on the Lighting Apparatus returnd on board
at 1 PM

Saturday 20th Decm 1845
At 1 AM Clear'd of severe Cold weather
at Sunrise found Plenty of Fish on Deck
at 8 AM went to the Town got a letter
out of the Post office from My wife & sent
one home & one to My Brother returned on
board at 11 Pilots on Board got under Way
& proceeded with one Reef of the Bar paid
the Pilots 34 Dollars for 8½ feet & gave
them 2 Dollars for their kind attention got
into their Boats Set their Sails & was Run
out over the Bar at Noon. Fresh S S E

following the Coast along about 2 Miles
of a Smooth Sea to a Stiff Breeze
at 2 PM first Mantanzas Inlet Sailing
5 Miles Or Hour from there N.E
by E until Dusk then E & until we Dispt
our Water to South of Cape Canaveral then
by N until we Made The Florida Coast to
the South of the Cape past the Cape at Mian
ight

Sunday 21st Decm 1845

all this Day Stiff Breezes from N.W to N
at 7 am Made Land about 3 Miles to South
Cape Canaveral & Ran the Shore Clost
on Board after Passing Hillsborough Inlet
at Noon By this time are Lat 27.5 N
we are now 5 Miles to the South of Hillsboro
gh Inlet have run these 24 hours 187
Miles

Monday 22 Decm 1845

fine Pleasant Weather but Severe Cold
the wind N.W to N Stiff Breezes &
Delightfull Sailing Along the Coast of East
Florida & West Coast as far as the Cape Some
times we were not More than 1/4 Mile off
& in 5 Fathoms of Water at 10.30 PM passing
Near the Cape had Shoal water got into 3
fathoms kept off SE until 1 AM Fib Ships
& Steerd S 2 Hours then SSW & SW by S
until Day Light heavy Squalls from N & fine
Rains occasionally Carried away our Square Sail
Boom & Broke the Florida Keys Key Favia
at 10 first Dolphin Key at Noon abreast of
of Delta Shoal a Small Dry Sand Shoal
makes in this form ..... Made 187 miles distant

at 4 PM made Key West Light House
at 5 past the Bar & Light House
bearing N by W ½ W. Wore ship to
the East Pilot will run you to Rock the North
Shoal or Broke at 7 PM Come to Anchor
in the Harbour of Key West this is the
Shortest Passage I ever made from St Augustine 56 Hours

Tuesday December 23 1845
All this Day Wind E Blowing fresh
attended with Rain Suspected the Light
& repair the Lamps

Wednesday 24th Dem
pare Pleasant weather Wind from
SE at 6 PM Starr Colors at 11 PM
got under Way from Key West bid
Down to said Key & Come to Anchor
at 130 PM on board of the west side
of the Key west on Mon & Supplied
the Light House & put on all hands Burners
had to do the work Myself Mr Knights being
Drunk — at 9.30 a Breeze Springs Up
at — PM got under Way at 11 Lost Sight
of the Light House at 12 at Night in
for Watch So ends the Day blowing &
Raining hard to wind Flying Jib &
Mainsail & Stand Wsw

~~Thursday~~ 25 Decm 1845
Sailing from Key West towards Portugoses
This Day begins with blowing fresh
from SE & Lightning & Raining Hevy at-
5 AM Made Portugs Light bearing WbyS
at 8 AM beat in the West Side of Garden
Key & into the Harbour found Lying here
2 Schooners belonging to ~~Government~~ Baltimore
employed by U S States in Surveying these
Islands & Harbour the Chief Engineer
is Mr Beache I was formerly a little
acquainted with Him as Done gave
him a Passage in this Schooner from Cape
May to Philadelphia & Likewise Lying
here 7 Sloops & 2 Wrecking Vessels &
Nothing more went on Shore & put
on the Repairs to the Long & Eight-
Oar Cutter

Friday 26 Decm 1845
Lying in one of the finest Harbours
in the world Secure from all winds
finished our Repairs of the Mast Blowing
fresh at NbW

Saturday 27 Decm 1845
Lying in Portugos Harbour blowing fresh
at NbW Wind at 5 PM on board
of one of the Surveying Schooners

Sunday 28 Decm 1845
All Lying at the Portugoses Blowing
fresh from NbE Dined on board of the

Surveying Schooner. whose Mr Beadle
Master) I had No Meeting this Day on
Shore to the Surveying Vessel as Formerly
I had) No invitation from Him as usual
therefore it Prevented Me from Joining Our
Several Officers belonging to the Schooner
Most of our discourse was about the 2nd
Coming of our Lord I told them I was one of
that Belief Evening Fresh away very Heavy
Swell

Monday 29 Decm 1845
Still Lying at the Tortugas All this
This (Day Clear weather Wind) N E
the 2 Schooner got under Way & Went up
to Sombrero Key & Came to Anchor to joint
Surveying that Place.

Tuesday 30 December 1845
Lying in the Harbour of Tortugas
First part Light Airs from N E Latt
in part Heavy Squalls at N. the 2 Schooners
Still to Anchor at N Key

Wednesday 31 Decm 1845
All this Day Blowing fresh from N E
Unable to get out E & Clear Weather
Spent the Evening on Shore & took Tea with
Mr Thompson & Lady

Thursday 1st January 1846

Begins with Stiff Breezes from N N E & Clear weather at 7 am Cloudy Wind N E & Appearance of Rainy Squalls Easterly at 9.30 am Unrig Jib & Stay Sail got under Way from Portlas Harbour Said Harbour is on the west Side of Gayan Key whose Light House is situated Bearing S.W. by W. Half W. S.E & Distant by Compass Course which Runs you Clear of Lower Nevis Shoal a fine Channell then is Two Small Shoals about 5 Miles from the Light House Bearing Nearly S.W. by W. from the Light House also you Know those Lyes between them 2 Both you can go Either Side of them at 11 am Took our Departure the Light House Just in Sight of Duck Island S.E. 10 Miles Distant our Sail S.W. Sailing 6 Miles per Hour at 4.30 Set Square Sail Wind Ely's we have been Steering Since we took our Dep. N by W.

this is the first Day of a New Year 1846 & how time is lengthened out by our Heavenly Father one Day is as a Thousand Years & a Thousand Years as one Day Seeing the World is the Longest time to some of her Children but is rapidly filling up her Cup of Abominations & Ripening for the Great Harvest & the General Conflagration Signs are all past which

with our Saviour Saith would Prove
his Coming to Judge the World in
Righteousness. I little thought 1843 that I should
Live to See the beginning of the year 1846
but So it is & Dare a Sparrow Consument of
Gods Mercy & Will. I am Sparrow is only known
to him that sustains this frail Mortal
Body on this Earthly Ball. & I pray God
that I may be able Still to Maintain by a work
ord Life & a Godly Conversation & Glory out
in My Life the Great Fundamental Principles
les of the Religion of Jesus Christ & be prep
ared for the Coming Lord having My Loins girt
about with Truth & My Lamp a burning
& waiting for My Coming Lord & Master
who will Change this Vile Body & fashion
it Like unto his Most Glorious Body

we have Sailed now Since we left the
Portuguese 68 Miles to 8 PM. at Miami 11
Miles at Boards from South So as the
Day we are now in Latt 25.55. N. L.

Friday 2 January 1846

Sailing from Portuguese Cape Towards St
Marks the Day begins with pleasant
weather all Sail Set wind South Sailing
6 Miles pr Hour at 7 AM overcast
Squally weather from 9 AM until Noon
Shanged the wind & Set the Latt by Obs 27.03
at 2 PM Near Ubina Sailed 22 Miles
more have to Repair to Mast & went to fishing

Note Not this Week & Found Dead by a Large fish, Mighty Caught a Large Red fish filld away & Stood on the West D.E by E at 6 PM Soundd 12 fathoms Moraroto & Clear weather at 8 PM Tackd Ship to the West in 10 fathom Midnight Light airs

Saturday January 3d 1846

This Day begin with Light Airs from N until at 6 AM when it Backd to NE by E at 8 E by N Set Topgallt sail at Noon SE Light breze Lott Obs 27.26 we have only Made 23 Miles Diff Lott then 24 Hours Steering N by W at 4 PM saw Little Boobs Sailing 4 Knots & in 10 fathoms water & Land in Sight at 7 PM Saw Yaras bearing from E by N to NE by N & a Sail in Sight West on board the Land at 8 PM Sailing five Miles per Hour Steering N by W we are now 146 Miles SSE from St Mores. all Moderate & Pleasant weather

Sunday 4th January 1846

All this Day Light Airs from SE at Noon Lott 28.43 & in 9 fathoms at 6 PM a thick fog at Midnight the same & in 6 fathoms Steering N by W

Monday 5th January 1846

Light Airs & foggy until 11 AM fog lifted up we Come to anchor at 9 AM in 3 fathoms

got under Way for St Marks at noon
Obs Lott 29.43 we are Now 20 Miles from
our Port Sailing about 4 Miles from the
Land to the SE of St Marks & Giv 2½ fath
Very Regular Soundings at 2 PM made
the Light House at 430 took a Pilot of the Bar
at 530 Come to Anchor just below the Mid
dle Ground Light House bearing N W
a Brig & Bark & Schooner Lying in the
Spanish Hole at 6 PM Come on to Rid
& Blow at 9 Struck a Drift Set go our best
Bower at 11 Blowing a heavy Gale & Rai
ing So ends the Day
O how we are Most of the Love in go
ing us in to port before this Storm came
oh praise the Lord for his great Name

Tuesday January 6th 1846
Lying in the Harbour of St Marks
This Day begins with a heavy Gale
at ESE attended with Heavy Rains & con
tinued until Day Light & then moderated
at 9 AM Went on Shore & Surveyed the
Light & Wrote on Shore it Come on to Rain
again from ESE & gave us the 2d part of
the Gale which Lasted 3 hours & then
Returned on board Wet & Cold at 9 PM
Moderate Rains from SSE & Stood out
Middle Port the Same

St Marks Pilot boat

Wednesday 7 January 1846 $2400 + 83.1/2 feet
from 1 AM until 10 AM Winds from NW to
SW and now & [illegible] over the bar Stood SbyE & E

at Noon Light airs & Calm at 1 PM
Small breze from SW 7 Miles SE of South
Cape 7 fathoms water beating towards
Dog Island at Sunset Last in Sight of
the Cape took in Shore 9 fathoms Headed
up NW. Light winds at 8 PM
hands to Supper Set Watch Set Log at
10 PM (Dog Island) Light at Midnight
Came to Anchor in 6 fathoms LH bearing
South 4 Miles Distant So ends the Day

Thursday 8 January 1846

First part of this Day fresh winds from
NNW at Daylight got underway to
Sail Nearer towards the L. House ran
into 2¼ fathoms. L.H. bearing by Compass
SW 2 Miles Dist & one mile from the Shore
went on Shore & Surveyed the Light out
Near it being Smooth this is the 2 time
that I have Surveyed it out Near & have
Yard Government 24 Dollars. Pilotage
has risen from 2½ Dollars to three the last year
at 1 PM Returned on board Light House from SE
got underway & Made All Sail for St
Georges Light winds the Remainder part of
of the Day at Midnight we were abreast of
Cape St George & brought our St Georges Light

Friday 9th January 1846

Wind fresh Port Bow & Beat up & Come to
Another Station the Bar the Light House
bearing N.W. one ½ Half Mile from the LH
2½ fathoms Soft Bottom & 3/4 Mile from the
Beach went on Shore & Surveyed the LH

at St Georges L House. Continued
at 1 PM Fresh Breeze Hospitals gave advice
to the Family to live right & Love God
& be Good &c to inhabit a better World
Returned on board got under way for
St Joseph L House light Broke from
N.N.E at 6 PM Point of Sand with Mokey
2 Miles S.E from the Cape at 7 hove to
blew fresh from the N. at 8 Ran To Sea
wind ahead Wore to beating wind increas
Sea Rising at 10 put away to make a
Leem to Anchor Some where between Cape
St Blaze & St Georges at Midnight came
to Anchor 4 Miles from the Bar bearing
E Blowing Heavy So was the Day

Saturday 10 January 1846

this Day begins with heavy Squalls from
the N Lying to Anchor 4 Miles from
St Georges Bar at 11 Moderate
got under way to proceed on our
Way Round Cape Blaze & Run to
St Joseph Light at 2 PM Past the
Long Point of the Cape 4 Miles Light which
at 5 PM take Ships abreast of the Cape
Woods at 7 PM Fresh Squalls beating to
wards St Joseph in Sight of Lights
Midnight Clear & Cold

Sunday 11th January 1846

this Day Clear & Cold at 8 AM Wind
at N.W at 4 AM made St Joseph
Light at 5 AM backed our to Sea

to watch for Day Light to go into Port
at 6.30 fill'd away at 8 Come to an
Inscrd of the Point which Makes the
Harbour Light House bearing W by N Mile
Went on Shore & Spent the Day
with the Kelpies Family Mr Agnew
took Dinner & Supped with them
the Day was in fine pleasant weather

Monday 12 June 1846
Lying at St Josephs Light House all
this Day Wind from NW blowing
fresh & cold went on Shore &
Supped in the Light fill'd water went
a Shelling & got but a few Day was
in fine pleasant weather & Cold the
Kelpie arrd at Sunset from Assistance
Went on Shore & Spent the
evening

Tuesday 13th June 1846
at Anchor Mem at 7.30 for Penmarch
Wind from NE at 8 Past the Bas
all Sail Set brought the Light
House to bear E & then Steer W
& by N 3 Miles from W by N. at 9.30
took our Departure from the Light bearing
E by S 10 Miles Dist Steer W by N
at Noon W by N Sailing 4 Miles
In Hour at Variance pr Azimuth Bearings

Wednesday 14 January 1846

Sailing from St Joseph L to Towards Pensacola at 1 AM made Land about 15 Miles East of Pensacola at 4 AM made Pensacola L Hours Very Swell on & Calm at 6 AM L Hours more N by W & Rain for it until Quit the Bar then Steer N W until the L ight-house N by E then our for it past the Fort on Larboard Hand had a Breeze was obliged to Come to Anchor to wate for the Tide which we did at 5.30 AM Unmo to N E by E at 10 Tide made Flood got under way & boat up Come to Anchor Just above the New Fort one Mile to E of L House at Noon B[illegible] the remainder part of the Day blowing & Raining Heavy Squalls the L H & got on board at 2 PM let go our Best Bower Anchor at 8 PM

Thursday 15th 1846

Lying at Pensacola Harbour blowing from WSW wind in Shore & Busy at .22 empty Bbls & filled them put them on the Land & got our long Boat full of Sand on our return Back in My Little boat was aboard by one of my Sailors by the Name of James Harper an Englishman the Day was in a Calm

Friday 16 January Rainy & Blowing So was the Day

Saturday 17th January 1846

got under way at Day Light for Mobile Point Light House at Dark we at 7.30 crossed the Bar & steered W by S to W by S at 3 made Mobile Point Light House bore N.W. & W. distant 2 Miles & Right of N.W until Dauphin Island Light House bore N.W. & W. then Run for it Main & tide a head made Several tacks work up to within one quarter of a Mile of Dauphin Island & came to Anchor Light House bearing N.W. & W. Mile distant in Company with a Schooner from Boston Called the European of Boston 26 Days Passage at 7 PM a boat came along Side from the Schooner Odd Fellow of Augusta 26 Days from Boston lying 2 Miles SE of us. they had Drank their last water & came on board for Some & Supplyed them at 8 PM got under Weigh at N. by E to make the Day

Sunday 18 January 1846

got under Weigh at Day Light Weighed at NE with a Number Sail of Ships Brigs & Schooners & Boats up & came to Anchor 3 Miles from Mobile Point & the Light bearing S by W the Days run is in Going Northerly & got under Weigh at NE

Monday 29 January 1846

got under at Day Light Steering Away from NE & Saw up the Bay Steered N & N.by.W. came to Anchor Choctaw Light House bearing N.W. & W. Mile distant went to the City at 3 PM returned back at 5 Steering a Gale of wind from E.N.E. at 7 PM blowing violently

At 9 oo the Small Anchor at 2 Gale At 12 increasing & Raining & Lightning at Intervals Moderate Semi So ends the Day

Tuesday 20th 1846

Employed in writing Letters Choctaw & Volunteer Letter Post Blowing Heavy at 10 wrote two letters to My Wife & Jonathan So ends the Day

Wednesday Jan ar 21st fine pleasant Weather Wind from NW to N went up to the City & purchased all our Supplies Rec'd a Bot of Reflectors a Set of Burners Complete & a Key of Cocks & Nut Wrench for which I paid $1.35 Cents freight & Drayage put My Letters into the Post-office See in a News paper the return of the Bark Peri on board was My Son George - Sopartex 630 46 Spm Oil got under Way & Sailed Down the Bay & I will Come to Anchor Mobile Point Light House bearing S by E 4 Mi Distant 2½ fathoms Mooring At Flowing pen

Thursday 22d January 1846

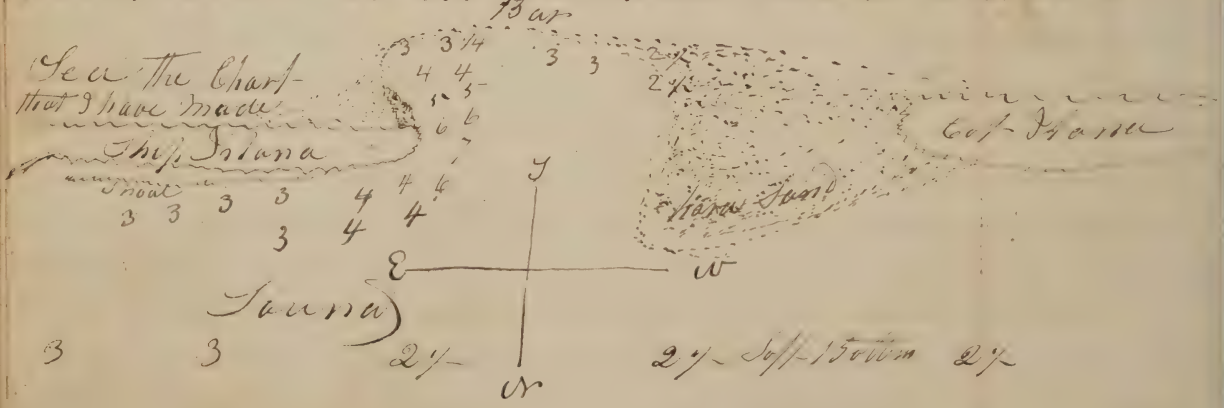
Lying in Mobile Bay 4 Miles NW & W from Light House all this Day Blowing Heavy from N to NW & to Supply the Light House at Mobile Point or at Sand Island

Friday January 23 1846
First & Latter part fresh Winds from N
to NE made part Eight airs of Current got
under way & Ran Down abreast Mobile
point & Came to Anchor about one Eighth
of a Mile from the Beach & in 7 fathoms
went on Shore & Surveyed the L House
Sat on 16 Barrels & 6 fifteen Inch Reflectors
got on board about Dusk got under way & beat
up about 2 Miles above the L House & came to anchor
in 4½ fathoms L House bearing Sby W Blowing fresh

Saturday January 24 1846
first part of this Day fine Winds & Clear
Weather at Day Light got under way & Sailed
Down to Sona Island & Surveyed it put on
5 - 15 Inch Reflectors & 9 Burners Complete
got through at 2 PM Light Breeze returned on
board & got under way from Sona Island
the Light House Bearing NW & Mosa SE
by S until we Pass the Bar in 3 fathoms &
then suspend Sounding in 5.6 fathoms L House
bearing NW by W ½ W & Dauphine Island the
East End on with the Light House then
Steer West-bound for Round Island
which Lyes inside of Horn Island & a Pass
to get thro by going in to the East End of Horn
Island bring it to bear the Sona Point NW
& Run for it - Soundings Deep Northerly after Passing
the bar in 2½ fathoms you can go Mid-channel
of Sona point & Ships length from it - this is a Splendid
Bar to Sail over, or you can round West & Sail
over Ships Island Bar & then have to return back

20 Miles to Mauna Iloma —— at 7 AM
West Light of Iona Bond Light Steering
SW and W by S ½ S at 8 AM Parted Ship
to the Westward at 10 AM Made Iona
Light at at 11 are Talked Ship to SW Midnight
Light Winds & Clear weather

Sunday 25 January 1846
Sailing from Mobile to Ship Iloma
Iona This Day Light Winds and
the Eastward have to at 4 AM to work
for Day Light & when Day Light came
we were just to the South of the Westmost
of Iloma Islands bore away for Ship Iloma
at 9 AM Crossed the Bar in 3¼ fathoms
Light House point of the Island bearing NE by E
& Run for it a bold point a Small Shoal
makes off SE of the point about one quarter of
a Mile it is the best & Shortest Bar on the
Coast there is No Obstruction whatever



Main Land

our Course how Rouma Island) is E
20 Miles (Dist Tarma to bearing at Meanp
in Sight of Round) Island) Light wind mo
Southerly So ends the Day

Monday 26th January 1846
All this Day Light Airs & Calms
at 3 AM Come to Anchor Rouma Islan
Light bearing E by S six 2½ fathoms 6 Miles
Miles Dist Lay becalmed until 1 PM
then Sprung up from S got under way
& Sailed up about 2 Miles from the L
House & bearing E by E & Come to anchor
about half 1 had Six 11 fat water went
on Shore & Supplied the Light returned
on board at Sunset got under way &
proceeded back & how board) to Steppy
Cat Island L H 30 Miles distant a Wes
Course at Midnight of the East end of
Ship Island So ends the Day Several
Steam Boats passed through the Night

Tuesday 27 January 1846
All this Day Light Airs from W
& Calm at 1 AM made the Island
Light bearing W by S at 3 AM Come
to Anchor the Light bearing W
9 Miles Distant at 6 AM foggy at 10 AM
Clear'd off at 1 PM got under & went to
beating but make but very little headway
it is now 7 PM & are 7 Miles from the L H
at 11 PM Come to Anchor the Light bearing
by Compass S W one Mile distant 2 fathoms Soft
Bottom

Ubran— Thursday January 23th 1846
Lying Ebst to Cat Ysland Light House
last Sunrise went on Shore & Supplied the
Light put on 5 fourteen Inch Reflectors
returned on board at 2 PM got under way
& stood N.W.E 1 Mile cast Starboard bottom of
anchor into 2 fathoms kept of N.W.W &
when Pass Christian L H bore W.N.W run
for it & came to anchor in 11 ft 2 Miles from
the Light, came to Anchor at 3.30 went up
& supplied this Light returned on board at
7 PM, fresh winds from N.E Lathe part the
same & overcast

Thursday 29 January 1846
all this Day Moderate weather
Winds from E.N.E to South Double to SE
at 8 Am Schooner New Years arrived
along Side & commenced taking in the
Supplies for the Light Houses on
Lake Ponchartrain at 10 Am left the
the Gondola with 1428 Gls Spring Oil &
820 Gls Winter Oil 4 Oil Butts 33 Grop
Wicks Tube Glasses at 5 PM arrived at the
Regulus. Pleasanton Main L House was
immediately on Shore & supplied the Light H.
returned on board at 8 got under way to sail
through the regulus 7½ Miles distant & to go
into the Lake & supply Chefuncta L House
first at Midnight Came to Anchor near the
Gut

Friday 30 January 1846

got under way at Day Light Wind at S.W. & all the Day Strongable and) at Pensacola at 11 AM Mrs Thurston inform'd me of the Death of her husband) in New York Left in a destitute situation Supposed) the Light House & saw the remainder of the Day. Spent the evening with the family a Methodist Lady were there a devoted Christian. & likewise an aged man & a hard Drinker of Alcohol we set up until Eleven Clock had a very Social Interview with them pray'd & Sang Several 2 Advent hymns & talked on the Love of Jesus & Our Coming Lord try'd to persuade the Man to brook off from his Sins & turn to God told him in what way to do it. God Religion & left them pray God by Heavenly Grace that he would Sanctify the Exortation to his Eternal good the Days was in fine Pleasant Weather

Saturday 31st January 1846

all this Day fine Pleasant weather first Light Airs from N. Middle & Latter part fresh Gales from W.S.W. Set Sail from Pensacola at 4 AM at 6:30 Come to anchor at Pop Mansback L House 9 Miles S.W from the last L. House went on Shore & Surveyed it. that is left the Oil in the old Dwelling House expecting the Light House to fall Down every Moment. A New being prop up to keep it from Falling a Storm Came) this

Morning with Master Smithan & Men & Boats
ats To build a New House that is a two
Store frame building with the Lantern upon
the Roof at 9 Am finish'd & Set Sail
for New Canall L House 19 Miles SE by E
arivd at 2 PM Suppli'd the L House the
Keeper absent at 5 PM got through & Sail'd
for the Rail Road Light House 3 Miles
Dist about E Course and Just after Sunset
Mark Pleasd with our Labour Time
Serving the Schooner

Sunday 1th Feb 1846

went in to the City & to the Bethell Forenoon
& afternoon enjoy'd the Day Mark partook
of the Lord Sacrament with 10 Sailors
comming forward for Prayers & Hope
that they may find Grace & Forgiveness through
a Saviours Blood a Return back at 5 PM

Monday 2 Feb 1846

at Daylight got under way from Rail
Light & Suppli'd Boys St Johns L H & arri
the at 8 am Suppli'd the L H returned back
at 1 PM & Suppli'd the Rail Road L House
we now have finish'd Supplying these 6
Light Houses when the Lake I Shall go
into the City on the following Day the Lord
Will to purchase Articles for the Schooner &
Myself & Friends the Day was in fine pleas-
weather

Tuesday Feb 3 1846

All this Day Jini Present-ed the Mind of Eliza E went into the City purchased five Bls Molasses three of which was for Myself Brother & Schooner Viz 40-40-30-110 gls 40 for Myself forty for Schooner 30 for my brother it cost 22½ Cents 12 cents trucking 16 cent Red Root on Key Lord for Myself & four Sons ——— went to See the Collector and had a Pleasant interview with him he is Brother of a Gentleman his Name Price formerly Mayor of the City returned on board of 4 PM & Sailed at Midnight for the Schooner had trouble with the Men ~~[illegible]~~ could not get them on board although two of them professed Religion went up to look for them & found them in a House of ill fame Man can deceive Man but cannot Deceive God his deeds will be brought to light in the great Judgement Day why does a Man love to Rob Sin as a Sweet Morsel under his tongue when he knows that it will be very bitter in the end ah Lord Merciful Sighted & abused these Powers of Mind which God has endowed us with to Glorify him are subverted & made use of to dishonour God & abuse all the Riches of his Grace O my Heavenly Father help thy unworthy Servant to live right & glorify thee in his body & Spirit which is thine

Thursday Feb 4th 1846

Sailing on board New Year Capt.

Sassiman bound from the Coal Road in Lake Ponchartrain for our Schooner Gazelle Lying 70 Miles Distant Wind N E & N N E Moderate Winds at 11 am Entered the Regulus with the current in our favour Nine Miles through got out at 5 PM over Coat Bar Appearance of Rain wind very Light at 7 PM Come to Anchor 4 Miles from the Light on Pleasanton Island so ends the Day

Friday 5th 1846

Unmoored at N E got under Way at Day Light & went to Sailing at 5 PM Came to Anchor in the Bay St Louis Rain & Thunder so ends the Day

Friday 6 Feb

Unmoored at Sea the got under Way at day Light & proceeded on our Post Cap & West Ram Light House Bore 7 or 8 Miles on board of our Schooner we have been Absent 8 Days & have Supplied Six Houses at 10 am went on Shore with Small Boat & put on five Letters & Newspapers. Returned on board got under Way for Franks Island Light House at Sunset past the Western end of Ship Island Point Anchored Steered S E about one mile the S E by E until we Passed ourselves past the Western end of Chandeleur Islands the S E. S E. S. & S S W & S W by S & S W until we made Franks Island Light House

Saturday Feb 7th 1846

Sailing Towards Tranks Island
Varia Wet We at Day Light- Light House
bore SW 10 Miles distant at 7.30 took
a pilot at 10 ao Came to Anchor Light
Wind from SSW Light House bearing W by S
6 fathoms at 1 PM got under way at 2 PM
Sailed over the Bar & at 3 PM Came to
Anchor at the Mouth of the Creek that leads
to the Light House Band Pilot 28 dollars
got our Oil on Board in the Course of
the afternoon & took to pumping out

Sunday Feb 8th 1846

fine pleasant day the All Day Note
a Meeting one Shore at the Keepers House
although himself & family were Roman
Catholics

Feb 9th 1846

Lying near Tranks Island Light House
Went on Shore pumped our Oil
finished our repairs on the Lighting
Apparatus returned on board Sat 1 PM
got under way to Sail up to the Head
of the passes to Come to Anchor there
to go with our boats 10 Miles to Supply
South pass Light House - we had a
stiff breeze from SSE arrived at the Head
of the passes at 3 PM came to Anchor Station
with our Large boat & went down to the

(Wind) there at Sunrise had a comfortable
night Lodging got our Oil on Shore had aid
Hot Pancakes &c

Tuesday Feb 10 1846
Supplies South Pass Light early in
the Morning at 10 am left the
Light for our Schooner Sailed half-
Way up & found the other half got on
board at 3 PM Rainy & the Night
foggy

(Wed) 11th Feb 1846
Rainy & foggy until 11 am Heard of-
got under Way for to Sail Down
L.O. Pass at 3 arrived Abreast of the
Light-Came to Another took our Oil
& Shore Boats A-up to the L76 got
on half of the barrels returned on board
at 7 PM

Thursday 12 Feb 1846
fine hour Supplies got wood (Feb)
Water

Friday 13 Feb 1846
(Feb) Water Sweet after Wood the
Day foggy thunder & lightning

Saturday 14
a heavy heavy Gale all Day So that
Ships nor Steam boats could not Sail

Sunday 15 Feb 1846

a fine pleasant Day Unable to Note a Meeting on Shore at 3 PM & Varie all Night on Shore with Mr Hill family passed away a very agreable Evening Mrs Holbart the Keepers Wife Mother was first I Saw in Portsmouth East Turner She is the Only Decent Lady that I know in this Country

Monday Morning 16 Feb 1846

fine weather Through the Day got under way at 9 AM to proceed over the bar & then bound to Point Comfort Lat 36. Steered West as far Smithfield Shoal then Why Sun 4 fathom & 3½ as to 3 fathom of Sand Shoal for fifteen or 20 Miles & following it round & in 2½ fathoms & 2 fathoms & when you begin to Draw of the Western Edge you will have a cast of Sticky bottom then Nor-a again which is a Sure guide & you cannot fail to know when you are & When your depth of Water will be in a Short time 2½ Soft bottom Point Comfort Light will bear West about 15 Miles Distant or 20 at the furthest this is the course I steered & made the Light House at 1 PM came to Anchor Light House E by E distant 3 Miles West on Shore & Sophia the Keeper Mr Tuft Boat at home Jones & returned on board at 1 PM got under way with a fine Breeze from East & Steered Sby South 8 Miles then W Sailing in 3 & 2½ fath Run W about 8 Miles then WbS & SbyS

January 17

Thursday 17
the Lower Shell bank S to the South of
them they lye much in the Way & about
7 Miles from Land Run then West
until Vermillion Light bears N.N.W
Then for it until the East part of a large
Live Oak Hommock bears N.E bottom of
the East of that Come to Anchor in 2 fathoms
Soft bottom at 7 PM Came to Anchor
5 Miles from the L H both there bearing

Wednesday 18 Feb 1846
All this Day very changable Squally
Weather with Lightning Thunder & Rain
Wind all round the Compass Started
Both our Supplies at 11:30 am got on
Shore at Noon Supplied the Light & Spar
on the Marsh Repairs with Mowing Desk
&c was Employed to Stay all Night on Shore
at Night the Wind Shifted in a Squall
at 1 P.M. O how good the Lord is to
bring us to the end of our Journey & suffer
no Harm to befall us on the Way Let my Soul
& All that is within me praise his Great
Name for blessings Conferd upon us

Thursday 19th February 1846
We have now got through Supplying
all the Light Houses from Georgetown
to Vermillion Bay Louisiana 36 in number
Supplied Georgetown 12 Nov 1845 &
Vermillion Bay L H 18 Feb 1846 — 3 Mo &
8 Days from the time of our Supplying

the first Light until we Pass'd the
Last & Since we Sail'd from Rawsedge
on 29 Oct 1845 is 3 Month 19 Days —
We have followed the Windings of the Coast
& have been into all the Harbours within
has Soundings Except Stopping one Anchor
& 15 Fathoms of Chain Cable lying off St
Augustine — at 8 am Pilot on board
our Schooner hoisted up Our Boats got
Under Way with a Stiff Breeze from NW
& in Company with the Schooner Diadem
of Bristol R.I. bound to Charleston
with Sugar at 4 Dollars pr Hhd freight
Set Foresail Fore Gaff Sail & Square Sail
at 11 got under Way & took the Pilot
from on board & Sailed Down the
River 6 Miles distant Then
SSE & SE by E until we past the Shell bank
then ESE until 3 PM Sailing 7 ft 8 Miles
pr Hour & 3 & 4 Fathoms Water the SE until
5 PM in 3 Fathoms on the Bar bottom steering
in to Narrow Shoal Channel SE by S
at 6.3/4 at 7 PM 5 Fath & Ans & at 9 do
12 Fathoms then Steer'd ESE for Portugal
— this Day Sounded at Noon & Seen Land
not begin — took a fresh observation
at 8 PM just Clear of Ship Island Shoal
in 8 Fathoms at 10 Took in Sail for
Night Wind at 3 am Carried away our
Foreyard took in Foresail Sail to Mizen
& Square Sail at 7 am Sent Down the
the Yard — at Noon Sent Aloft

Friday 20 Feb
We have Light Variable Winds
& Squalls & Rain 8 PM last Evening 132 Miles
E by E Latt by D.R. 27.33 Long 89.12

Saturday 21 Feb 1846
All these 24 hours fresh Gales from
N.W & a heavy Sea on at 3 PM hove
Reefs Double Reefs Fore sail & Main sail
Brought to Mawing Body at 8 Stopt Rain
the Bow Gun Steering E by E all these
24 hours the have Sailed 102 Miles

~~Sat~~ Mawing
Sunday 22 Feb 1846
Mawing fresh from N.W to N.
the Lord Runs this Day 167 Miles by
Compass have Steered E&SE Latt by Obs
24.00 She has been run of from her
Course & a strong Current Getting to Southward

Monday 23 Feb 1846 fine
pleasant weather from 3 AM from 6
AM at 3 PM. pass through a Reef Lip
Tide Rips that we could have entered the
Current Getting Easterly at 3 AM Fresh Ship
Wind E by E. Saw Breaking Rocks North of
Daylight in Sight of the High Hills to the
Eastward of the Havannah on the Island Cuba
10 Sail in Ship Towers the Island of Cuba
Latt by Obs 23.30 Mawing fresh from N E by E
& off Harbour of Matanzas 2 Sail in Sight

Tuesday February 24th 1846 found
from Brazillion Bay to New Bedford
all these 24 hours Miles from Eb E to
Ty E Lat Obs 23 25 —

Wednesday Feb 25th 1846
first part of this day pleasant, Weather
& Winds all Routin the Comps at 4 PM
past a Large English man that Ruf Topsail
Athwart Light Winds and a Gut Current for
it. The Obs a Standing by the Lunar to the
N.W & we were Standing to the East Shore
with a Light Breeze & Smooth Water
within half a Mile of Each other at 5 PM
just through a Rip & into a Strong Current
Setting E by E began to be Overcast & a
heavy Sea Rising rolling the Made us Appre-
hensive about the Ship that we passed 5 the
Reason She was under so Long Sail that
the Captain Barometer was down & Token of
Neare weather & Squalling & began to fall
Misty & Sprinkling Rain & Continued at
intervals of a Squally Night all Hands and Mainsail
after Double reefing it then Double reefed the
fore Sail at 9 PM took a Tremendous
Squall at Midnight with Heavy Rain
for 2 hours before an observation could be
Exact to tell our Longitude & Shortened to
N.W. first & then Hauld at Ox about
Noon to Take & we Making a Dea
Drift with a Ruf Topsail Foul & Main
could not Unreef took the Bunnells of the

Jib & Jib-A with a Howling Wind to keep it from blowing away & that gave her Head Way But-a Sprung Sometimes that her mast would go by the board on account of her pitching So heavy on the Jiboom was 6 feet down Water at Midnight it began to abate a little wind hauld to N E & Set a balance mainsail & how soon the Sea is to change the Mind Some to relieve the great anxiety of the Mind praised be to God Who is Never has been & ever will be a very present help in every time of Need it kept moderately until nearly 6 o'm on Sunday Morn) hauld to S E at 7 am fine weather at 8 began to thunder & lightning at 11.30 took in the Boom Squall Had all Sail hoisted) carried 2 Reef Topsail when it Squalls from W.S.W & pouring down Rain) at noon the Mainyard at 11.30 it was over Sound of Sail in Sight Left Key out pleasant at noon but Stiff Wind from S.W Steering E by E Sailed W by 24 08 at Hunt-a-loff & See Sand Key Light bearing S.W by W Mima St Lazy Grade

Thursday Feb 26th 1846

First & Middle part Moderate Wind from N & in Sight of Sand Key Light House from Key Crosstown Soundings found 80 fathoms Several Sail Ships in Sight at 6 PM Took Ships to N.W. at 8 PM Made Sand Key & Key West Lights at Midnight Port Sand Key & Boat upside down.

Friday 27th Feb 1846

Lying in the Harbour of Key West Could not obtain a Pilot to take us in Saw a Boat & Gave Chase Coming down & Stood them know got by them & Sailing for the On Coast

Sat 28th Feb

Wind from E part part of the Day got under Way with a Schooner bound to Camden Maine & bound for Charleston at 11 AM at Again past Sand Key Light House & Kept on Shore to see the Keepers House Mr Asplby returned on board & Sailed into the Stream Sea Smooth Kept on Soon

Sunday 1st March 1846

Fine pleasant weather Wind at 10 AM took our Departure from Sand Key Light House 16 Miles Distant at Midnight Took Ships to East at 2 AM Boxed P.S.E. at Day Light Several Sail in Sight Lat 6 Obs 24.42. Now Sailing

Monday 2d March 1846

Bound from Key West
for St Burgoine all the Day Blowing
a heavy Squall attended with Showers of
Rain at 6 PM Judge ourselves has to be
Florida at 11 AM pleasant weather
Lott obs 28.19

Tuesday 3 March 1846
all the Day blowing fresh from NW
to N under Reef Sails & part of the
time hove to under a Reef Foresail
Sun obscure the whole Sail 64 Miles
& Made a S E Course Lat by Dr
Reck 29.25 Long 79 W 2 Sail in Sight

Wednesday 4th March 1846

this Day comes Mutty Stiff breezes
& a high Sea on at 4 PM Sprung Reef
the Foresail & Tacked Ship. Spoke the
Brig America of North Yarmouth bound
to New York. Unsh & Rainy
weather Handy under 2 Reef Mainsail & Jib
burnett of the Jib headway in NW
at Midnight pleasant Weather at 7 AM
2 Sail in Sight astern Hand our Course
Set Reef Foresail Set flying Jib we have
Made a NW Course Since we tacked
Ship & have Sail 64 Miles Lott by Obs
30.05 Long 78.54

Thursday 5th March 1846

This Day begins with
what Fair Breezes from N.E. & S.E.a
ent Weather all Sail Set by the wind
at 4 PM Took Ship in the western Edge
of the Gulf Stream Steered N.E. & E.
at 6 PM Spoke the Merchant Private Brig
Samuel Pote of Wilmington from
Havana not bound to Wilmington asked
the Capt to report us in his Journal another
Sail in Sight at 7 Meridian Light Airs
Cloudy & Swell from E. to E.S.E. Middle part
the Same at 4 AM being Hauled to N.N.W
6 A.M. at 8 fair breeze Steering N.N.E &
two Sail in Sight at about Sunrise
7 Miles per Hour Latt by Obs 41.41 Long 78.45
fine clear light pale weather

Friday 6th March 1846

Begins with fair clear light pale weather
All Sail Set going at Sailing 7 Miles per
Hour Middle & Latter part fresh
breezes at Midnight Sounded no bottom
in 60 fathoms at 3 Sounded 20 fathoms
We have been Steering N.N.E & N.E.
N.E. & E. Latt obs 33.41 77.00 we are 120
Miles S.W. from Cape Hatteras

Saturday 7 March 1846

from Noon until 2 AM blowing heavy from
S.W. to W.S.W. Double reef foresail & Mains
ail & both Burnett of it at 2 AM Judge
we were past Cape Hatteras & Wind Shifted

to the N.E.ll Settled Reef the sail & Mainsail & 4 hauled through the Middle part May Moderate heavy Sea on Board & Latt by Obs 35.22 Long 72 45

Sunday 8th March 1846
Variable Winds & part hazy & Cool & pleasant weather Latt by Obs 36.57

Monday 9th 1846
from Noon until Midnight Moderate Winds from West to West N.W the remainder of the Day heavy Winds to North we have Sail'd 76 Miles Steering from S.W to E.N.E ——— Latt by Obs 38.17 Long 72.20 Took in Flying Jib & Reef Mainsail

Tuesday ~~Monday~~ March 10th 1846
all this Day fine Pleasant weather first & Middle part blowing fresh from N to N.E Latter part Light winds from N.E we have run Course & Day N.W by W 96 Miles Latt by Obs 38.50 & in 35 fathom & Water the first time we have got Soundings, as South as it Did Sand
Wednesday ~~Tuesday~~ 11 March 1846
all this Day fine Pleasant weather Light winds from N.E to N.E by E Wind & by W Latt Obs 39.36 18 fth A Number of Sail in Sight & the Jersey Shore

Wed Thursday 12th March 1846

All this Day from Daylight till Noon the Number of Sail in Sight Ships 13 Brigs 5 Schooners 5 Sloop 5 Pilot Boats No 2 Spoken at 2 PM made the South Lands of Boyer Sink continues to go by the Chart of New York Hyi Lines Variation S 16 W 25 Miles Distant at 6 PM a fine Brisk from S SW continues to Run for Montauk Point in a Short time past (just a head) of the Liverpool packet Ship Ohio bound into New York at 11 PM made Fire Island Light at bearing NNE at 1 AM Block Island at 4 AM past East Hampton Nearly Calm at 11 a fine little breeze Springs up from South 7 Sail in Sight 2 Ships 3 Brigs 5 Schooners at 8 AM 2 Steam 10 Miles to the South of Montauk Point 5 3 Miles from the Shore

Friday 13 March 1846

Commences with fine Pleasant Weather Wind SW at 6 PM past Montauk Point at 8 past Point Judith at 12 Midnight past Hens & Chickens at 2.30 AM as in) at Anchor Block Island Easterly Side of Mr Morgans Wharf we have been Now 12 Days from New York 3 21 Days since we left Jamaica Bay 2 Days of which we have been in the Port

the Hand has mercifully blest of the Lord Since we have Said from our own Native Town Nothing has happen us since we have been absent God our Heavenly Father has obtained us in Some Place by Contrary winds to keep us from Storm & tempest which we could have encountered & had we been permitted to proceed on our Journey O the providences of God how great they are towards us poor ungrateful beings Sometimes you will Find a brisk Gale to waft us pleasently & swiftly into port before a gale comes on O My Soul & all that is within me praise the Lord for his goodness & Favour Mercy towards me while Sailing upon the Great Deep Securing me from the Dangers of the Sea while Sailing upon it We have been absent from home 4 Months & 15 Days, have Seen the 3 Light Houses beginning at George Town S.C. & Ending at Vermillion Bay Louisian ± 150 Miles to the Westward of the Mouth of the Mississippi River. we have Sailed 4500 Miles Since we left home this is taking the Windings of the Coast from Light to Light House

Commences a Journal of our Spring Cruise in the Schooner Gazelle in Supplying Light-Houses at Cape Fear & Carolina Bending probably at Gauthmata Island Long Island Sourced April 20th 1845

April

20 Set Sail from New Bedford the Same Day arived at at Tinkas to take in our Supplies of Oil when Ready

" 25

" " finish Loading

27 Sail from N Tinkat for N Beaford

28 arived in N Beaford & took on board Articles for the L Houses

May

1 Mr Ellis our Mate left us & Shipt another

2 Saturday at Noon our New Mate Mr Friss come on board at 2 PM Sailed for Cape Fear N Carolina at 5 Come to Anchor at Dumplin Rock

" 3 Sunday Lying All Day at Dumplin Rock Foggy & Calms

4 Monday Sail in to Lying of Bar of Cape Hatteras Light with Several Sail boats Plowing Away at 9 AM

1846
May 11 Boys Caught Mallard & Shot at 5 am at Sunrise Made Lookout at Midnight the Light bore S.W

" 12 at 3 am Light bore S.S.W at 4 PM Made New Inlet Light House took a pilot at 5 ac Crossed the Bar & came to Anchor in the Road at 6 PM a passage of ten (Days from Newbegin) & 8 from North Inlet Light

---

May 13 Sunday in Federal Point Light House

" 14 Rowing Heavy from South

15 do

16 got a man Now to Boat down to Smithville (got a ground through care lessness of the Pilot

---

17 Sunday come Down to Smithville in the forenoon went on Shore to the Methodist Church to a Class Meeting as they had no Preaching gave an exhortation & a Meeting appointed for Me in the afternoon & returned it was for the

the Colours) between as their Maties is always in the afternoon went at 3 PM & attended a Number of Gentlemen & Ladys of White Rock attended) I took for my afternoon discourse 22 Chapter Revelations & a Glorious one it is oh how rejoiced the Saints between were another Meeting Appointed for the evening but it came on to Rain heavy & did not leave off

---

18 Sunday Bass Head Lt Ho

---

19 Having Heavy at E & E went in Shore & filled water & got a plenty green Grass but with a colour Between the Said to be how much I had served or Run the Means of serving her Majesty up to yesterday diligence

---

Wed 20 first part of this Light winds from E & E at 10 hours Calm at 11 got small way for Head Sail to try to get out there at 1 PM Come to anchor in the Roads to much Sea on to Cross the bar. Shall now be obliged to Lay here until the following Day for high water to cross the Bar the Day was in fresh gales

Thursday Morn 21st 1846

all this Day Wind fm SE South E. E. Could not go to over the west-fo Federal point Light House 8 past on 5 fourter Inch Reflectors ostwas on board

Friday 22 May 1846

all this Day Mined at E & SE to SE Latter part blowing fresh at 8 PM got under way from New Inlett in Company with the Schooner Gaytoville of Baltimore 6 Sail lying to Anchor was all Ready to proceed to Sea when an opportunity offered at 4 AM past Smithville three Sail lying there waiting for a time to get to Sea at 5 PM near by down to the East the Gayetville Came agroun at fo high Water loaded with Boards will not get of without Lightering at 6 put 6 Rifles just outside of Bar on the No Shew a Smooth time over it I have paid One Pilot 20 Dollars for two Bar Pilotage 8.50. for three Inward Pilotages at 8 PM Cooper Head Light House West E 8 Miles Distant a Considerable Swell Heaving in Moderate moderate & pleasant Latting Sand 3 Knots

Saturday 23 May 1846

All this Day fine pleasant weather Wind SE at 2 am Tacked Ship to W & E at Day Light See Cape Hear Light bearing N distant 12 Miles at 8 am saw on the Shoal in three fathoms Water 2 Miles in a NE direction before we Coast it at 2 PM Newdsett Light house W by S distant 14 Miles at 5 PM a fine Wind Stood it NE by E all Sail Set with SW Midnight Pleasant

Sunday 24th 1846

first & Middle part Moderate winds Latter part fresh gales Some appearance of a Storm at Day light 10 fathoms No land in Sight Hauled up NW & made Cape Look out Double a head at 9 AM past the end of the Shoal at 11 past about 3 Miles from the Light Hauled with S appearance of a Storm Kept off for Beaufort at 4 PM past the Bar one bay down & that lying 100 Rods inside South breaker which out to be plaid on the Bar or at the end of the South Breaker with you can go Just on board of leaving it on your Larboard going in we went in at Low Water & that no less than three fathoms the best Direction in Sailing in is to bring the first point & the last point on your Larboard hand even and out in with each other & run for them until you past the bar

& have Sailed up some distance then keep the Shoal Nott on board or give it a birth of 100 yards all the way up there is Both the best & Easiest going in a plain Steward Channell you can go Clost to the point where the Fort is & come to anch Nearly a Breast of the Wharf Just So that you will observe Clear of the Shoal fine harbour — — —

Monday May 25th 1846

fine Pleasant weather all day Visited from Gaetts went in Boat at Beaufort & Sent a Center board Schoone & 2 Sloops & came on board put in our Supplies for Cape Look out & Started at 9 AM at a distance of 10 Miles and then 1 PM hoisted 10 Boat for to Look Out a distance of 1 Mile gave them 50 cents each got through at 4 PM & Sailed on out at 11 PM So ends the Day

Tuesday 26

all this Day fine Pleasant weather went on Shore & Settled for the hire of the Skiff paid 75 cents returned on board at 8 got under Way & Sailed out over the bare at 9 AM at 11 past Cape Look out Shoal steering from the Bar of Beaufort NE & E & hauled Sailing the Shoal Steering NE & E & E by E at 5 PM took a Pilott by the Name of Joseph Roberts. 15 Miles to the South of Cape Look Out Pilott at 7 PM past the Bar at 7.30 Come to Anchor in the Roads So ends the Day.

Wednesday 27th June 1846
All this Day fine Pleasant weather wind to Southward at 9 am went on Shore & Supplied Ocracoke & House Returned on board in Mr Howard Center board Schooner to Supply later in the Supplies for Pamplico & Cape Hatteras Light got them all on board at 6 PM & blowing fresh concluded not to Start until Morning

Thursday 28th June 1846
fine Pleasant weather wind at South South at Sunrise from the Schooner to go & Supply Pamplico & House finished) out by the South Light Boat at 2 PM arrived at the Light House got through at 8 AM took a heavy thunder Shower with Lightning & Wind) tried all Night with the Kedge so ends the Day

Friday 29th 1846
got under Way at 5 AM Light wind from the Southward at 10 AM squally with Rain at 5 PM arrived on board of our Schooner took our anchor & Cable & prepared to Start early in the Morning for Cape Hatteras

Saturday 30th 1846
Fair at Sunrise for Cape Hatteras 30 Miles (Distant wind) there at 730 AM went up to the Keepers House 2 Miles & Towed all Night got all our Oil out Cape standing

May 31 th 1846

Sunday all this Day fine weather although very Warm Held two Meeting in the Methodist Church Jesse Boon & Hoffman My discourses were from 20 & 21 Chapt of Revelations & have pow good time in exhorting upon them Chapt Traveld 2 Mile to the Church & back to the Keepers House & have spent it is to be Labouring in the Lords Vineyard to try to encourage Prospers to live near to God & be prepard for our coming Lord & to try to awaken Sinners to flee from the wrath that is to come & lay hold of Eternal Life

Monday June 1 th 1846

All this Day fine pleasent weather Wind from E Cotch our Supplies from Home E to employ Cutting Oil gave them 8.50 Cents one & half cents p gallon got through with our Supplies at 1 PM & Traveld 2 Miles to our Lighter got on board & Started at 3 PM for our Schooner at Midnight we were about 8 Miles from Cranberry Island

Tuesday June 2 d 1846

fine pleasent weather arivd at Home the Landing at 6 am went on Shore Settled with Mr Hawards for the Chants of his Schooner & carting of Oil to the Light House Paid him twenty dollars

took Breakfast with Mr Howard & my Ladies likewise then returned on board of our Schooner found our Pilot on board all ready to get under way to proceed down the Bay soon after hoisting the Light we got under way at 9 Oclock at 10 Crossed the Bar set all Sail

Sophia Cape Henry L House	June	4th
Old point Comfort	as	4
Back River Light House	"	5
New Point L House	"	6
Little Wallis Island L. H.		8
Point Look out Light H.		8
Pines Point L H		9
North Point L H		13
Lazaretto L H		13
Boakin L H		16
Turkey Point		17
Concord Point L H		18
Pools Island L H		19
Thomas Point L House		20
Sharps Island L H		22
Cove Point L H		23
Clay Island L H		23
Hogs Point L House		23
Smith Point L H		24
Smith Island L House		26
Assateague L House		27
Cape Henlopen L House		29

Philadelphia Breakwater Light June 30 4
Bridgeport Harbour Lights July 1 4
Throgs Neck Light House " 1 4
Bombay Hook Light House 2
Old Harbor Creek Light 3
Egg Island Light House 3
Cape May Light 4
Great Egg Harbor Island Light House 6
Barnegat Island Light House 7
Shark River July 7
Slept at Sandy Hook Light House 8
Slept 50 Gallons of Oil have
used 15 gb
Slept at Five Mile Point
Light House & Repaird Lamps 8
Slept Oil Butts. Stopt Leaking
Slept at Gardiners Island Light House 8
took plenty of Oil on board
Slept at Lonas Point Light House 9
have a Sufficient quantity of Oil on
hand the June Day arrived
In New Bedford at 11 AM

Discharge the Schooner the 11
Saint for Charlestown Monday 13
at 11 PM first See the commencement of
the Great fire at Charlestown we were
near Cape Cod Light House at the time

Tuesday 14 at 6 AM Came to Anchor
off Charlestown Bar the Last building burnt
Down at 5 AM.

Went on Shore at 7 AM & beheld the ruins which the Great Fire had Made the Cargo of Oil we had we Came after was consumed in the fire at 4 PM the Steam Boat Lawrie from New Bedford with Mr Bellmon of the Custom House at Boston arrived in the Boat to receive the 2d Lot of our Oil for the most Easton & Everton Trip but he was too late it was all destroyed by the fire.

Wednesday. 15 July. came on to Blow. brave from SE at 6 AM high Water got under way & Sailed in over the Bar into Nantucket Harbour. had orders from Mr Bellman to remain here until Orders where to take our Oil

& on Tuesday the 28 of July Received orders at 4 PM Rec letters by the Steam Boat to proceed with all speed with dispatch to New Bedford as the Combustible cargo Oil was taken up by Com R Roman got under Way Immediately it being Just high Water Mid pair 5 Sound Sailed out & over the Bar without a pilot Came to Anchor at Midnight in Vineyard Sound to wait for the Ebb tide to Make Westward

Wed 29 July

Got under Way at 3 AM to beat down Sound at Sunrise Went through Quicks Hole at 9 AM arrived in N Bedford blowing Heavy all Day from NW

Thursday 30th July at 8 AM got under Way & Sailed over to Mr Roman

Whar. to take on board our Oil upon at 10 AM to Load leaving part of the Ship to Load the Rest took on board about one third of our Cargo

Friday 31th July

leaving with part of the Cargo Loading at 6 PM & Sailed down on Board Side Came to Anchor about of Gideon Howland Wharf

August 1th 1846

Wind SW Hove this Morning Raining Heavy at 5 AM Hove up at 8 AM got all Cargo & Sails at 9 AM to proceed on our Eastern Cruise at 330 PM Wind SW & thick Weather also Came to Anchor in the Harbour of Edgarton Raining Heavy

Sunday all this Dearest Weather Rain Wind SW & when we turned out in the Morning found that She had taken her Anchor & the Stern on the Shore Run out our Keage the tide took her Stern of & She Hove up to and the Whale & brought her Broadside on the Shore Run the Keage and Warp & the Anchor Clear & in the Mean time Parted the Hawser & left the Keage got the Anchor about 9 AM at usual hours for Church went to the Methodist Heard an Interesting Sermon from the 2 Chapt of Revelation 4 & 5 Verses, in the afternoon Went Aboard the Ship 2 Miles to another Methodist Church it being a Small one which I never was in before Fortunate that there Could not be any Minister to preach

to Town & I should have a good opportunity to say something to them out of the Love that in my arrival found two Ministers there congregantly I become a Peace like all the rest returned back in one of the Ministers & had pleasant company to us as we hope along the Journey of Life got on board at 5 PM then went off to the Baptist prayer Meeting which was appointed for to pray for the conversion of the Heathens. Myself took a part in the Meeting but did not feel any more for their conversion than any other Heathen in our own Land we have got a plenty of them here & if Missionary felt the worth of Souls in their own Land as they do in Heathen Lands Methinks there would not be many that would go until they were all converted at home a Young Man that has been 3 years at College & now belonging to a Smack is going out for his Health in Georges Banks. He gave an Exhortation & appeared to enjoy much of Religion

Returned on board

Monday 3. August 1846

All this present week the Winds N & to E & E N E Could not Sail by several times to sweep the Range and then but could not therefore gave it up & employed Capt to get it

Tuesday 4th got under way with a light Breeze from South in Company with several Sail Schooners bound Eastward at 5 am past the Light Boat on Long Shoal at 1.30 past Pollock Light Stiff Breeze at 9 PM

at 8 AM arrived at Cape Ann came to anchor above the North end of Isle Grand Island

Wednesday 5 August

All this Day Light Winds & calms went on Shore & Pushed a Lodge Anchor about two Leagues return on board got under Way & beat out of the Harbour at 10. AM. at Noon Said) Through to Southward of Flat Isles Island you keep about half the distance between the Isles) Flat you come to the South & Flat Isles) you cross a Bar 3 fathoms at high water. we came to Anchor (Supplied) the Light got through at 4 PM got under way for Straits (South arrived) Just about Sunset went on Shore & supplied) Boat left away & sailed for Magdalen Point came to anchor at Midnight Light airs

Thursday 6th August

All the Day fine pleasant weather went on Shore & supplied Magdalen Point. got under Way & sailed) to the Bar of Spiritville came to Anchor at 11.30 went with both Boats & supplied the 2 Lights got through at 4 PM returned on board got under Way for ~~Boat~~ Gaudoy Port arrived at 9 PM & came to anchor off the Bar in 7 fathoms

Friday 7th 1846

fine pleasant weather went on Shore & supplied Flat Island) Light House

Return on board at 4 PM weighed anchor & Sailed for White Island Light House arrived Hove Came to Anchor a Short distant to the W of the L House in 12 fathoms just before Sunset it being very smooth went immediately on Shore & Supped & got through at 9 PM returned on board & commenced to Lay for the night which it was so Moderate — — — — — —

Saturday 8th August 1846
this Day Changable weather from calms to light Breeze & Rainy Hazy & foggy got under way at 6 AM from White Island & Sailed for Portsmouth arrived & came to Anchor South of Whalesback Rock Light Vessel on Shore & Supplied & Returned on Board at 4 PM & Sailed Portsmouth to L House Rainy & blowing at 5 PM Came to Anchor in the Cove below the Fort

Sunday 9th All this Day fine Pleasant weather wind all Round the Compass in forenoon went on Shore & up to Elder Boothby Church he was Down Millerism & Said he knew that the Lord would not Come in 1843 nor in 1844 in afternoon went up to Portsmouth to the 2d Advent Church in a part of the Church where Elder Hoag formerly Preached. Returned back & went to the Church When Elder Boothby Preached

Monday Morning of August 10 1846
Supplied Portsmouth
Light House at Noon Sailed for
Boon Island) arrive off the Rock at 10 PM
Tuesday 11 Morning Supplied
I on the South Side for the Second time
then Stood to the South West at Noon
at Noon got through & Sailed for Cape
Porpoise Light at 4.30 PM Came to An. in
the Harbour for the first time bring the
Light House to bear N by W & run for it
a bay is Plain to the Southward of a Large Rock
which has 14 feet of Water on it high tide
you can go Either Side of the Bay in this
Harbour there is only Room for a Vessel
to Swing at Low water but if you ground
a little Nothing on Port you it is easy of
Access Keep Further Board to South point but
the Middle will answer it is quite Narrow
at the Entrance Supplied the Light
Wednesday 12
Hove Taby All Day Ferry Steam boat
Came in for a Harbour
fixed our Chairs put on a full Set of
Netting & Brass Lamps & Fountains cont. Sailed
Sailed
Thursday 13 August 1846
got under way from Cape Porpoise
Harbour at 9 AM Came one Tack to Westward
then Tacked about & Steered away for Boon
Island Stood to E by E at 7 Came to
Another Tack about 2 to the N & W of the Light

in 7 fathoms Water Bottom Went on Shore
& Supped with the Keeper Mr Perkins said
that he had great trouble in keeping his light
burning in Consequence of poor Oil & a general
Complaint, got through at Noon weighed
Anchor & Sailed for Cape Elizabeth Hove
to abreast of the Light House heave Ship
went on Shore with the Small boat to see the
Keeper said he had oil Sufficient for 3 or
4 days returned on board & filled away
for Portland Light at 4.30 Came to
Anchor in the Cove on the South Side
of the River abreast of the Publick House
in 5 fathoms, & on the West Side is a
Sunken Reef lies in Range of the Publick
House & the point to the South, had our
Oil Casked gave 2.50 & half a dollar more
than Isl Gave got through at 10 PM
returned on board & hove for the Night
it being Calm

Friday 14 August All this Calm
Light airs & Latter part foggy got under
way from the Cove & Sailed & Sailed over
near the Fort which is to the Northward
2 Miles & Came to Anchor wrote two letters
to my Brother & Wife Went to the City
Rec one from Brother with twenty dollars
in Bills enclosed in it & likewise one from
my family bought Provisions returned on
board got under way at 3 PM & Sailed
and put the Light at 9 PM little breeze & foggy
at Midnight Blew the Bell ring at Cape

Elizabeth set sail to our Anchorage in 11 fathoms
so ends the Day Thick Foggy

Saturday 15 August 1846

All the Day thick dense Fog went on shore
Early in the Morning by the Sounding of the Bell
took our Bloo Berrys with us to us to find the
Boy back got on Shore very cosy Sat the Kupa
-h agent) with a former to Cut our Oil into
on Barrels (a full Load) in our big Boat &
Town Boy on Shore found We were one
& half Mile from our Landing place Anchory
ner & went & got the balance. Supplied the
2 Hours got through at 5 PM & returned
on board & by & Anchor for all Night

Sunday 16 August

the Day foggy until 12 then Sun
got round bay at 6 AM Noon Set a
Noon made Sail with at 2 PM
came to Anchor just above Pine Island Light
House Settle past fine pleasant weather

Monday 16 fine pleasant
Weather all Day Supplied Pine Island Light
House got under Way & Supplied Seguin 2 Hours
had it drag up by a ball & hawser 2 Dollars
got through at 3 PM returned on board & got under
Way for Burnt Island at Townsend Sail then
at 9 PM now to the Northward Hood
Light Head N.E by E

Tuesday 17 first & Middle part
Foggy from NNW at 7 AM
Supplied the 2 Hours at Burnt Island at 2 PM

through the Thoroughfare 3 Miles & Supplied Hancock Read 2 Hours Bretheren on board at Dusk

Wednesday 18 day

got under Way from Island Point to Supply Pennagin & crew) there at 9 AM Bretheren & Sophia & Supplied with Water bought at 11 returned on board Sailed away for Franklin Island and there at 3 PM came to anchor in 7 fathoms to the S.E. of the Island got under Way got Under Way for Hewin Gutt steered N.E. 2 Miles then E.N.E. & E. at 11 PM came to Anchor one Mile to the S.W. of the Entrance of it —

Thursday 19th 1840

first part of the Day foggy at 5 AM Clear of Light Airs from S got under Way & at 7 AM Came to anchor in the Bay. went with our Boat & Sophia Marshal point Light House ashore on board & got under Way to beat out & round to White Head & just before we past Marshals point the Cutter came with Mr Anderson after visiting the Light. Mr Anderson come down here in the Cutter Boat he is a very pleasant man Boyd had a few Moments Returned on board & we both Sailed in Company together as far as White Head Light House the Gazelle led the Cutter all the Way Each of us had the Ignorance Lain on the Gazelle and Thomas Lind of White Head) at 2 PM went

on Shore & Supplied the Ladies
returned on board of Sundell got Anchor &
Sailed for Oahu Hawd Sd E & by E
E 10 PM Came to Anchor in Oahu
Harbour in 5 fathoms Ends the Day

Friday August 20th 1846
Supplied Oahu Vessels L.M. & Browns
Vessel L.M. & Diego Island & left Canoe
at Diego Island & proceeded up the Bay
past the Cutter 4 Miles above board there
at Midnight Canoe came to Anchor 4
Miles below Fort Point Much pleased
with our good Days Work

Saturday 21st Fine pleasant
Weather got Anchor early at Day light
& proceeded up to Fort Point Came to Anch-
ored in Port & Supplied the Light House
Keeper with the Keeper & Family he is a
Swiss Man his wife an Advent believer
The of them was any subject that made her
sad Respecting it in talking about the coming Lord
Sailed off 2 PM arrived at Eastern at
5 PM Came to Anchor past Sail went to
Town & returned Ends the Day

Sunday 22 August 1846
Early at Eastern went & Visited part of the
Crew Sick aboard the Cutter past Noon went
forenoon & afternoon & evening to the Methodist
Church took a part in the evening Prayer

Wednesday took leave with the Methodist Preacher

Monday August 23d 1846
went on Shore & Supplied Castine Light House had our Oil Casks paid 2.50 ¢ got through at 11 AM returned on board Sein Weighed up our Anchor we found that it had caught hold of another Anchor weighing about 400 pound hoisted it on board by the Capstan and it had been about time to the Bottom Made Sail for Eagle Island About 15 Miles distant at 3 PM drew them Came to Anchor but a Short distant to the S.W. of our former place went immediately on Shore & Supplied the Light House Keeper & Casks gave one dollar returned on board & so ends the Day in a Calm

Tuesday 24th 1846 fine pleasant with the light Breeze got under way at 2 AM for Saddle Back Ledge 15 Miles Distant bearing about South at 1 PM about 5 Miles of took our Supplies & both boats Started from Schooner & arrived there to the Rock about 3 PM a fine Smooth time got our Oil on the Rock soon Supplied & got through at 5 PM returned on board & stood away to Supply Mount Desert at 9 PM Made the Light at Midnight, so ends the Day

Monday 25th 1846

Lat from 38. begin with light
at Daylight Clewey & Chas
on board of the Bark Nauvoo & got under
way & got a Tow Boat & Started for the Bank
being Nearly low Water it made it smooth
ahead & making got through & our Pilot
& waiting with him returned on board &
went on to blow from the E & SE & was over
for for Mount Desert Harbour (with) hauld
to E & E & just fetch in by Long Island &
wore up & came to Anchor in the Roads of
the Sd Harbour at 5 PM & Boats Crew
at Bank a light Board Stove up & Bark
Water got under way took the boat astern
& stove her inside & Came to anchor at 10 PM
So ends the Day

Thursday 26 August 1846
this Day begin with Clear Weather at
5 AM Thick Fog got under Way & Sailed
over to Bear Island & Come to anchor
West on Shore & Supplied the Steam
Returned on board for Chas & got under
Sail for Bakers Island about 6 Mile
East went on Shore & Supplied the Light
House on there Returned & made for returned
on board at 8 PM as hungry as a Shark as the
Kuppa had) but Mama enough to give us
Supper to eat. Enough the same

Friday 27 August at Sunrise Joy Island bore about NW 4 Miles Distant took my small boat & rowed on to the Island to see if he was out of Water that he had a plenty on board to last 15 Days returned back Light House from SE by E 4 Miles Distant the point of Bridgewater Thick foggy all the Day

Saturday 29 August Thick foggy all Day at 4 AM came to anchor in 15 fathom the Surf on the point heavy could not know how far off at 7 AM landed our boats with Supplies & took our Observations & Compass & started for the Light House & after Rowing 3 Miles made the Shore & Light House had a Smooth time on Landing got through at noon got on board again at 1 PM a Thick foggy Evening South, got under Way to try to find the Way into Chesters Island Harbour where the Light House is at 2 hove up & made Sail Steering NE by E a short time then NE about one Hour then for fear that I should fall to far to the East of the Island could in NE by N Course) our Horn every two Minutes at 4 hove the Surf on our Starboard bow the Keeper hove our Horn for a gun we soon made the Island & the Light House & run into the Harbour Whose great & my Heavenly Father is to Conduct into port in this Thick foggy weather Thus

& Supplied) Saw a Sail) I Have got through at 5 PM & turned on board) Thick foggy
All Night

January 30th 1846

(wind) Light Airy foggy Most of the Day
Lighted up at 3 PM got under Way for
Moore Peak with a Pilot on board (wind)
Fine at Sunset Came to Anchor at our
usual Anchoring place Abreast of Mr Hobbs
House at Dark thick Dense Fog So ends the
Day

Monday 31 August 1846

First Part of the Day foggy Hove with our
Supplies in the Boat to go Down to Moore
Peak House) I Returned) Fine at 8 AM Soon
got through with our Supplies & then Clear
of Islands) Hauled up 2 PM Light Airs the remainder
of the Day & Night

Tuesday 1 Sept 1846

First Part of the Day foggy at 8 AM Lighted
up (wind) SW with Fine Weather got our
Pilot Mr Hobbs Brought him on board &
Piloted us out over the Bar got under Way
at 9 AM Soon lost the Land discharged the
Pilot paid him 2 Dollars & 25 Dollars
from Anchor Point to East end of Moore Peak Reach
Hard out E by S it is a Strait course & the
same Course will carry you clear of the Bay
Ledge & the Island about Half way to Libby
Island & continue the same Course to Libby
Island) at 1 PM (wind) Fine Saw 15 of the Island

it being Low water & very smooth went with our Supplies & soon got through & returned on board at 4 PM & Sailed for West Quaddy Head and then at 9 PM & came to Anchor in the Bay so ends the Day we have now got to our Journey end & have Supplied all the Light Houses from Thatchers Island to this Place Except Manantinus Light & Manhegan which Brakes in all 38 Light Houses & 36 to West Quaddy Head & Number of Lamps 420 & the Number of Gallons of Oil Supplied to all the Light Houses as far as Manhegan is Gallons Spring Oil & Gallons Winter Oil & averaging Gall Spring Oil & Gall of Winter Oil to the Lamps

Wednesday 2d Sept 1846

All this Day fine pleasant Weather first part of the Day Light Airs from NW Middle part Light Cats from NW at Winter Shore & Supplied West Quaddy Head Light House returned on board at 11 Returned on board got under way & Sailed for Manantinus Rock Light House Sailed & Beating as far as the Cobtias would carry us which was about 6 Miles to the NE of Little Cobtias then the Wind Died away Quite up to the West Quaddy Head again unmoor Knight Run into Quaddy Bay to the NW of the Light House to Anchor at 5 PM so ends the Day Clear Cool & Pleasing

Thursday 3d Sept 1846 Employ'd in making out
of Quaddy Head All this Day & thick
Dense Fog Wind S.W. Went to the
Light House & got 4 Fountains out of the
Tanks & emptied the Bay

Friday 4th Sept 1846
All this Day Thick Heavy Fog Wind S.W.

Saturday 5th Sept 1846
the Weather variable sometimes the Fog Lifts
up in the Bay but thick outside the
Light House between that & none Ma
Nahan I Son) At 11 AM Went up to Lubec
in our Small Boat the Keeper of the Light
House with us Mr Small bought a Bbl
(1 Barrel) 3,24 ℔ from thence went to Eastport
& returned back in a Fog at 5 PM, at
6 PM Thunder & Lightning & Some Rain
the appearance of a Shift Wind but contin
ues from SW Employ'd Getting Wood
at Midnight Calm Some Thunder

Sunday 6th Sept This Day & Night the
Weather fine part of the Day foggy Latter part
Calm & clear weather a Boat was sent to
for Mr Small but on the Western Shore by the
Keeper of the Light House Mr Small being
Consequence of Fog & not giving the people
a Fire there was none this forenoon although
I went 2 Miles in my Boat & then walked 4 Miles to
the School House where the Methodist had

three Meetings & a Monista preaches to them
every other Sabbath but this was not his Day for
preaching he was at Labeuk three Miles above
where he preached to Day. therefore it gave me
a good opportunity to preach the Word approa
ch of our Blessed Lord & Master & after my
arrival at the School House & found that there
was a Ship unaccounted & some had gone
to the Light House expecting that the Meeting
probably would be held there myself & Son
Stotsbury of Ly Lane) in great haste to try to get
there in time a distance of 2½ Miles over bogs
& Heaths & when we arrived at the Light House
found it was to late to hold a Meeting from
the Keeper Mother & Son & Square Godfrey
there. Stop & got Dinner & when Done at the
School House I appointed a Meeting to
be held in the Afternoon at Half-past
so we all started after Dinner in a body
got there at the appointed time found a
considerable Number Collected & our Meeting
commenced & took the 3d Chapt of 2d Epistle of
Peter for my afternoon Discourse a suitable
one for the Age we live in I had a good
time & the people were very attentive
to hear the Word & after our Meeting was about
closing they gave me an invitation to Lecture
here that Evening & of Course accepted the
Invitation & a Meeting appointed at 6 PM
went Home with a friend & took tea
the hour come a large Number assembled
to hear the Word again I omitted singing
as I had a good Deal to say I took for my

Evening discourse upon part of 2 Chapter of
Daniel the Latter part of the 11 Chapter of
Revelation & the 20 th Chapter of Revelation
& part of the 24 Chapt. Matthew relating to
the signs preceeding our blessed Lords coming
to Judge the Quick & the Dead, at his appearing
& Kingdom. My Evenings discourse was Long
and very large. but got through with all
the subjects although I was obliged to be as brief
as possible My Discourse yesterday was all
Advent & as there never has been any Advent
Lectures here the people were Elevated to
hear & that they were glad that some among them
one gentleman told me he had enjoyed himself
so much for 2 years as he has for the time that
I have been here & one pious good Woman
told me) While coming out of Meeting I was
in the South this Evening the Ships is
Returned on board after travelling 2 months
was beset in Company with the Light House
Keepers & Several Ladys was Another Sabbath
Day has past away & my work done
here in Warning the people to be prepared
for the Coming Lord as I have shewn them by
Scripture that he was at the Door. & that my Heavenly
Master wants Sanctified this Days discourse
is the Building up of Zion & how by carrying
his Work in the Hearts of his people Christ
& his reclaiming of back Sliders & the Conversion
of Sinners & converting of them is like Bread Cast
upon the waters to be Gathered again after many
Days & like good Seed sown upon good Ground

bringing forth good fruit unto Life Eternal O how good it is to discharge our Duty towards God & our fellow beings. ah it brings in return Rich Blessings to our Souls a Numerical Joy in this present Life & in the world to come Life everlasting. — — — — — — — —

Monday 7th August - 1846

this Day until 11 AM Scarce of Time & thin foggy Light airs & calm at Noon fresh wind springing up from SW a huge humm be expected by some 3 or 4 of us get unan Observ at 12.30 PM & Pronounce old - by Chart Quadrilateral Head) the rest Remain) behind Soon it Come on foggy went to heaving to the Westward with a strong Ebb Flow at Midnight Still foggy & Moderate Breeze

Tuesday August 8th 1846

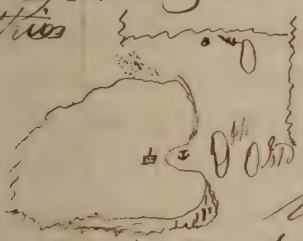
this Day begins with a thick dense Fog almost like Rain beating upon us. & almost afraid to take Ship Either way on Consequence of the Land or Rocks upon both Sides upon I have to See the Approach of Daylight when we could See a few Roods after the Sun Rose it began to grow thin at 7 AM went on the Topsail Yard & discover the Top of an Island just above the Fog & shortly discovered Dry Ledges around & to Leeward Just See them through the Fog at 10 Lighten up So as Dwelling House &c & Apparently with a Light House upon the Roof & with Rocks which I know to be Breakers

to the Westward of more Such I soon found that this House & Light House that we saw by NW is Charles Island & House & how hospitably disappointed did not think that we possibly could have got further than Libby Island Mathias Instead of being there we were 15 Miles past it at 11 Mark Pittmanan Light House Bearly Calm at 1 PM took a little Breeze from N at 2 Past Clarkes Island Pittmanan E½N a heavy Swell in took a fresh Wind at N 4 PM abreast of Frenchmen Bay past a Deep Wheel at 5 PM Rain Appearance of Storm beat into the NW passage of Mount Desert & Came to Anchor at Bear Island at 8 PM So ends the Day

Thursday Wednesday 9th 1846

first part of this Day fresh winds from N & pleasant weather at Sunrise went on to Bear Island See the Keeper of the L House tells you a Mistake in the Oil we left 9 gallons in favour of the Keeper Return in boat got under Way Sailed out of the NW passage it was Low Water & we Crossed two Bars the inner one is a little to the South of the Cove where is a long two Story House we had upon it 11 ft the outer bar 2½ fathoms & when past the Ledge about 1 Mile outside the Bar having a buoy upon it which Lyes just to the Westward you Must Steer if Bound to the Westward & Mount to go between Duck Island & Long Island your Course E½S which will Clear you of two Sunken Ledges & the South one lyes in Range of Bear Island & ¼ East in of Long Island & when the NW end of Long Island bears

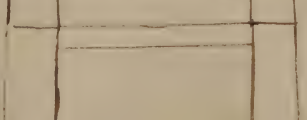
Thos Beans Bg. S you are Abus of the Ledge it is 3 Miles from the N.W. end & 3 Miles N.E by N from S.E end of Long Island the South end of the Inner Duck Island bears from this Ledge E by N & Bear Island Light House N.E by E ½ E or go Around a high Bluff of Woods which shows themselves a hard Shore Light to the Eastward of the L House & that will Carry you Clear of the Ledge after passing this Ledge haul up for N.W. End of Long Island & steer W by S & Sail through the Harbour of Long Island by a Long Little Place. N. Brakes this



about a W.S.W Course through it no obstructions to Each entrance going or Coming Sail through at 10 AM the remainder part of the Day Light Wind at 9 AM came to Anchor N. West Side of Montauk Rock the 2 Light on one 17 fathoms water the Day was in fine pleasant Weather & Light Airs from E.S.E

Thursday 10 Sept 1846

All this Day pleasant we after first part of the Day first Broke from N.E by E Lowed our Boats got in the Sails & starting to have rather a hard time but found it Otherwise had a Smooth pleasant time in Landing about 200 yds to the mouth of our wal Landing Place Steps was built from the outer Rocks where we Landed leads to the present new Dwelling house going up this is the front of the Dwelling & Stores not got from Over the other Side



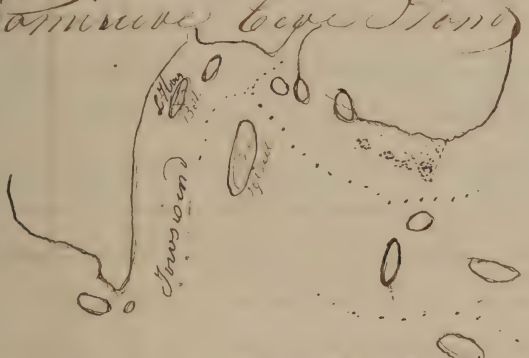
this House is 42 feet long & 20 feet wide one & half Story high is to be built of Large Granite Stone & will be a part for pair of Workmanship when completed the Contractor of this Light House a Bryant & Blaisdell of Boston the Same firm that built Saddle Back Ledge Light House & Portland Ledge Beacon Alexander Parris Architect & engineer it will cost 11,000 Dollars when completed & will have a Revolving Apparatus

Voyage through Supplying & setting on board) at 10.30 am & Sailed) left 4 pm for Manchester & Harbor & arrived there at 4 PM a fine Harbour vessels) am there ~~[illegible]~~ except from Lie which Time Directly took out his mail into our Boats went on Shore & Landed mail & some for Letters Oil was soon Loaded & made 2 loads to the L H & left the remainder for the morning ~~[illegible]~~ Some of the Lenses & Oil Butts & Lie what quantity of Lime Water on hand) & Mooring Buoy Chain on left the remainder of Oil on the Beach & spent the evening with to Methodist Preacher ~~[illegible]~~ Elder Abbey a good) Devoted Christian So ends the Day

Friday Sept 11 1846

Fine pleasant Weather fair & made portions Visits from Lie Letters sent each Lenses went to got through Supplying the L H 11 am the Dwelling House took fire in Upper part & Roof am) in Fury left that the

Wall Steering it's Head up and down at
10.30 Hove to Under Sail for New Bed
ford at 4 PM Sailed through Hell Gate to the South of
Dominica Cape Stone



at 6.30 PM Sailed Ship past to NE of Gayhead
Stone at 8 Sailed Ship to the West-ward & spoke to the
Observer of the Stone at Midnight in sight of
Cape Cod Light Sounded the Lead

Saturday 12 Sept 1846

Most part of the Day Light Winds from S by W
a pleasant breeze at 11 AM Stood in port
tack Stood & Hauled to Landward Gentleman
which is one of the Contractors a Lighthouse Inspector
Rode to Hauled. then we went on Shore to
Race Point Hauled Ship Sounded
went on board Stood out of the Harbour & went
to beating Homeward At Midnight past
White Stone Light House Light airs
Sounded the Lead

Sunday 13 Sept at 3 AM
took a Squall from South Lasted a few
Minutes then Lighten up at Noon & past Thatchers
Island Light House Light Winds from the Eastward at Mid
Night abreast of High Land Cape Cod & Calm

Sept 14th 1846 All this Day fine pleasent
Weather Middle & Latter part fresh winds
from S.S.W. to S.W at 3 PM Spoke the Schoone
Louisa of Warren which has just been run into
by the Schooner Susan of Edgarton Carrying
away all of her Stern Boat Boom & Mainsail
at 9 PM came to anchor under
Morris Hand to Wattie for the Tide of the Morning

Sept 15th 1846
got under way at Day light at 6 am went throug
the Slew of Pollock Rip about 2½ Miles from the
Light House wind head beat Nearly up with point
Gamon by noon at 2 took a Squall from the
North & continued blowing heavy at 5 PM came
to Anchor at Harpoone Cove for the Night

16 Sept first part of the Day blowing
heavy from North at 11 am got under way at
1 PM went through Eriks Hole wind from S.W.E
to S.W at 8 PM beat up the River & came along
Side of Rodmans Wharf Made fast handed Sails

& praise the Lord for his providential care over us
Since our absence from home & returning us back ag

Thursday 17 September paid in that our Contract with Government for Supplies of Oil for the present trip was still taken up in Mr Beasley's by Mr William Roaman.

this Day discharg our Schooner & secured her out for to be ready to take in our oil as soon as it is ready — on My last Cruise My Earthly parent Departed this Life Aged Eighty one Years in April last. I hear of his Death on my Arival Home Yesterday I was not disappointed when My Brother informed me on My Arival as I had taken My farewell leave of him before Sailing we Booth never Expected to Meet again in this Mortal State. I trust that his Soul is at Rest where he is out of the reach of pain Death & Sorrow & infirmitys of old age Where the Wicked cease from Troubling & the weary be at rest, God My Heavenly Father opened his Heart to purchase me a House to Live in when I was in poverty Rich & Now in his last will & Testament he has bequeathed to me five Hundred Dollars & to My Children five in Number one Hundred Dollars each & the House that I now occupy one Half of as long as I live & has Crossed out of his book all that I owed him I never Knew how much it was it all is More than I deserve, I did not ought to have said so for I was [illegible] Hundred Dollars more

Friday 18 Sept 1846

fine pleasant weather got our Stone on board Cut Not ready Spent the Day in Setting My Sails & preparing for sea Easton & Clinton came

Saturday 19 Sept

fine pleasant Weather Came to the Wharf at 2 PM got under Way with the Schooner & Sailed over to New Bedford Wharf to be ready Monday Morning to take on board our Cut

Sunday 20th Sept 1846

a fine pleasant Day went forenoon & afternoon to the Advent Hall Rev Elon Galbraith Preach & in the Evening went with my wife to a prayer Meeting in the Vestry of the first Christian Church where Elon Galbraith preaches & whom My Wife belongs

Monday 21st

Commenced taking in board our Cut Sept our Men

Tuesday 22d finished Loading & Sailed down on Bedford Side & came to Anchor off Hovlands Wharf

Wednesday 23 Sept Sailed from N Bedford at 10 Am bound to with a Compliment of Hands besides My Son Alfred which goes for the Benefit of his Health at 1 Pm went through

Cuckoo Took of 3 PM Stopt a short time at West Chop L.H. they are a building a New L.H. & Dwelling & Said they will be ready on 20th Oct to receive the Supplies at 5 PM Come to Anchor at Edgartown to Late to supply the L.Houses

Thursday 24th Supplied the L.Houses blowing fresh at South at 9 AM got through & in attempting to get under way Ship Stay & got a Swam Asst on board the L.House & being Stood got off by carrying out our Anchor at 3 PM come to Anchor near Cape Poge Light House went on Shore & Supplied it got through at Sunset & turned in (got under way for Nantucket at 10 near the Bar (being Bound to the West & Lightening in the N Channel to run over to Hyannis & at Midnight it being Dark & Calm) Harbour To get in to get a ground) to the Westward on a hard Sand ground) but Stopt but a Short time were taken & got off & come to Anchor in 5 fathoms Light House Bearing E by E

Friday 25th 1846

Light Winds from the NW got under way at Day Light & run down near the L.H Supplied to Anchor it bearing NE by N Mile distant immediately on Shore & Supplied it returned (got under way

A Continuation of a Journal from another Book wrote through on Board Schooner Elvira of New Bedford Supplying Light Houses on the Southern & Western Coast of the United States of America 1848 & 1849

1848 (Decm 28th) This Journal Commences at Egmont Key Tampa Bay All this Day fine Delightfull weather first part of the Day Mand Each & Latter part S by E at Daylight got under way from Egmont Key Steered N W until past the S W point where the L House Stands then kept Easing off to the Westward until the L House bore E by S & when on the Bar A Should bear E & S the Depth Gain E 1/4 S but the Bar is Narrow but So Smooth there was no Breakers Nor Rock it is a Straight Channel but Lyes of 5 or 6 Miles from the Light. past it at 7.30 & Steered N W by N Along the Coast at Sunset past in Sight. Anclote Keys Light Mand.

Friday Decm 29 1848

First part of this Day Moderate winds from S E to E Middle part fresh Gales from Noon until 9 PM Heavy Squalls attended with Showers of Rain Wind South at 11.30 PM made St Marks L House bearing N W it being thick came near Running on the the Bank hauled our Wind & took Ship to E S E Steered off 1/2 Mile & took to S W until the L House bore N by E rain squalls with Lightning Weather No pilot out Made the Bay when it Lightened up Set to Boards on Each side the Large Stake was broke of the N E Bank Squared away run past the Buoy outside the Bar kept the broken Stake on the Bank on My Larboard Bow until half away to it from the Buoy then as you drew up towards the Bank giveing it a berth of 400 feet Edge of to the Westward & you will See the Stakes on both Sides of the Channell run up past the Last buoy & come to Anchor in 3 fathom

Light House bearing NE distant 3/4 of a Mile at 2 PM
Went on Shore & Surveyed the L House
Returned on board at Sunsett Satisfyed with our
good Voyage from Tortugas & Council Key to this place
a distance of 350 Miles & Surveyed 3 Light Sisia
the 25 which is only 4 Days ---- at 9 PM wind
Shifted to the WNW So ends the Day
Saturday 30 Decm 1848 all this Day Blowing
fresh from NNW took on board Water from
St Marks River Saw Water come Near grounding
abreast of the buy that was just below us we just to the
North of it & I think the best water is to the South of it
Sailed out over the Bar had 9 feet drawing 8 ft 2 Inches
Steered SSE to 6 Clock South Cape Shoal which lyes
of East of the Cape 7 Miles then Steered Gradualy
Round the Shoal & Cape bearing W. to W by S keeping
in Not less than 5 or 6 fathoms until round the
Cape (you will Make Dog Island ahead) when
the South Cape bears N Shoal ground Notes of
I should think 6 Miles only 2 fathoms upon [illegible]
we [illegible] & hauled to the South & accordingly, crossed & stood
W by S (Made Dog Island) ahead at 4 PM past the E
end of the Island a Ship to the SW of us & a Pilot Boat
(Out on board but his Pilot on board) & squared away to East us
of but he was to Late for us we got in over the Bar &
Saved 24 Dollars Pilotage then & 24 at St Marks
which Makes 48 Dollars, is this doing right in Trying
to Save Pilotage yes I think So as I am a Servant to
Government I shall endeavour to discharge My duty
towards it as a faithfull Servant & when I leave it
or am Superceded by Some one else I shall have a
Clear Conscience of faithfullness towards them, beat
into the Harbour & come to Anchor 2 Hours being E NE 3 fathoms

half a Mile from the Shore at 7 PM.

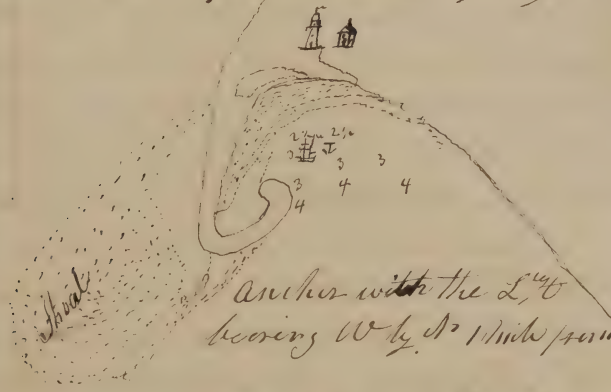
Lying inside of Dog Island Sunday 31 Dem
all this Day blowing fresh from S.W.S
fair part Raining & Blowing Latter part Clear
2 Ships Come over the Bar

Monday January 1th 1849
all this Day fine pleasant Clear with wind S.W.S
went on Shore Early & Supplied the Light-vessel
on board) at 11 AM weighed Anchor & Sailed for
Cape St. George Light, at 7.30 AM crossed the Bar
in 2½ fathoms the Buoy in the Bar bears from the
Light House N.by E. & from the Sand point S.W.S
& the Inner Buoy bears from bar buoy N.W. it is on the Starboard Side of the Channell ¼ Mile from bar buoy, bound in ~~Sand~~ when passing the Bar buoy the ~~to~~, keep Sand point a Little open on your Starboard bow to Clear a knuckle of the Sand Shoal which Makes from the point of to the North Breaker or East Breaker & when drawing up toward the point steer it a short distance from your then Course & Anchor half way from that & the Light House in 3 fathoms Soft Bottom, after Crossing the Bar Steer S.E. Eastfull in 5 fathoms then S.S.E. S.E. & E.S.E. followed St. George Island round & Come to Anchor the Light House on Cape St. George bearing N.E.by N. 2 Miles distant in 3 fathoms as smooth as a Mill Pond at 4 PM Started with boats Crew on the point of the Cape No sea on board upwards of 124 Gallons of Oil this Establishment is just finished & Lighted up on the 15th Last Month Soon got through & Started & Sailed on board the Schooner at 8 PM got under way for Cape St. Bloss Island SE

until we Dropped in to 5 & 6 fathoms & then Sand Gradually round) dropped into 7 fathoms Sound up, Which We & Made Cape St. Blas Light Revolving, one Side red the other a white Light — Saw the Miserable pointless Red the rest White at Midnight Came to Anchor Light bearing W by N. Mid. the Sand point being SSE 1844 Miles 5 fm 2½ fathoms

January 2d 1849

all this Day fine pleasant weather first part Light winds from the SW at 2 PM Wind hauls to W.N.W. concluded to stay until Morning went on Shore & walked Down to the Ends of the Long Sand point which Makes Down 2½ Miles from the Light House in a SE Direction the end Makes like a hook & is a fine Safe Boat Harbour having about 4 or 5 fat of water & perfectly smooth in all winds



Anchor with the L.H bearing W by N 1 Mile point in 2½ fathoms soft bottom

this Morning went on Shore & surveyed the Light we Ly about one Mile from the L House bearing W by N 2d 2½ fathoms this is a New Establishment Light House at St. Joseph circumstanced & built on this Cape 17 Miles from St. Joseph in SSE Direction — Francis Arrow Keeper Nearly a Cripple this is a fine Harbour bound from SSW to NNE, got through Surveying & Returned on board at 11 a.m. Light winds from SW

January Wednesday 3 1849

All this day fine pleasant weather got under way at Daylight bore at the Light House Stand SE until past the Sand Point bearing SE from where we anchored you can Sail close on board of the East point the Shoal begins between the 2 points which are nearly half a mile from Each other after passing or about of the East point Steer SSE & Sounded our water till past right of got into 2 fathoms & 2½ for a long distance one & half mile from the point & Dropt of into 3 fathoms then the East part of the Sand point bore N.N.W & the L H bore NbW I would judge we were 2 miles of the Point Stand) SE & Sounded into 5 fathoms then Sand gradually Round the Shoal & Cape in 6 & 7 fathoms & hauld up course for Pensacola Harbour a distant of 105 Miles — the Sand point bears from Cape St Bloh SE 2 Miles & ¾ distant at Noon 2 Hours between SE 10 Miles Distant wind Sand to W at 5 PM St Joseph Stand the North point Bore East of us 8 Mile Distant at 6 PM tack Ship of St Amarco (wind) W.N.W at Midnight tack Ship to the N.W

Thursday 4th January

fine pleasant weather Steering from W.N.W to W Steering along the Florida Coast towards Pensacola at 9 AM tack Ship Sent on board of the Lead had 9 fathoms percived Shoal ground) made of from the Beach about 100 Roar which Broke on its outer Edge it was as far as the Eye could See at Noon Lott Obs 30 13 we are we have 43 Miles NW by W from St Joseph Stand at 2 PM tack Ship Just in Sight of Land Steering W.N.W to N.W by W at 6 PM wind hauld to N.W tack Ship to the West being about one Mile from the Land

Stiff Breeze from S by W Laying the
Land) head in for W by N all Sail Set & a clear
Sky Midnight Stiff Breeze from S by W Sailing
7 Miles pr hour Sailing W by N.

Friday 5 January 1849

begins with Stiff Breeze from S Sailing in Sight of the Florida
Coast - about about 20 Miles from Pensacola Light House at 2.30
PM made the Light - we have past by a Number of Large
Sand Hills which Shows us where we are. at 4 PM getting in
over the Bar & anchored) about one half of a Mile from the
Fort on the Left hand of the Entrance there Setting out
at 6 PM the Boat Came Back) got under Way & beat up to our
usual anchoring place & Came to Anchor. Went on Shore &
Supped at the Light House (Mrs Ingraham & family
lived when her Husband was Living She was a protestant
but now She is a Roman Catholic Got the Mark of
the Beast upon her - - after getting through with
Supplying gave her Some religious Tracks which She
accepted & Glad to receive them returned on
board) then went on Shore & purchased empty Bottles &c
Sand -

Saturday 6 January 1849

All this Day fine pleasant weather wind
first & Middle part of the N. Latter part E & by E
fill) 26 Miles of Sand & Sailed from Pensacola at
330 In Sailing out of the Harbour bring the Fort on the
Entrance of the River which you leave on your Starboard
Hand to bear SW & W by W bring for it until the Light House
bears N by E. the said Fort to bear N W then Steer
S E until the Light House bears N by W by W then ~~the~~
Steer S by E by E or S S E until you be off the Bar
& Run into 5 Fathoms then Steer W S W for Mobile
37 Miles Distant ~~at~~ at 430 Crossed the Bar at 10 PM
Made Mobile point Light & in a few Minutes Made Sand

Stand) Light bearing W by N Right of S W in the
the Light house which is a Pilot Boat Spoke us
but Refused to take a Pilot at 12 midnight Crossed the
Bar but not less than 4 fathoms Water Stand the Shoal
up that is the Shoal which Makes from the East Bank
to the Point L House Steering from N N W to N by W
& a strong Ebb Tide & fetched Mobile point Light

Sunday January 7th 1849 at 1 am
past Mobile Point & Steered up N by E & North up the
Bay at 430 made Choctaw Point Light House
at 5 am hove too for Day Light at 6 we filed away
away at 9 Light Winds & moderate about 3/4 Mile
from the Stake on Dog fish Bar N being very low tide
& we Drawing 8 feet 3 Inches there is only one high tide
in 24 hours & that is in the night & from low to Tide
the high tides are in the night the Remainder of the
four they are in the morning at noon a Steam Boat
(Dauphin River at 4 PM Light Winds from E at Sunset
Wind) East & commenced raining Middle part raining
very — by the best Course to bring Choctaw Light to
bear in the night to run for it is N by W & W
W which will bring you up North Dog fish Bar to the
first Stake then your Course is about N N E being
3 Stakes on your Starboard hand & anchor over
on the Starboard Side to keep out the Way of Ships
Sailing up & down

Monday 8th January 1849
Commences with heavy Rains Winds from North
Middle & Latter part the Same

Tuesday 9th 1849
All this Day Blowing & Heavy from N N W to
North — & Cold Could not go to the City nor
Supply the L House

Wednesday 10th January 1849 Lying below & off
Fish Bar first part of the Day Blowing heavy from
the Nb. & NNE at 10 AM more Moderate Hauled with both
Boats & went & Supplied Choctaw point 2 Hours then
Went up to the City & purchased provisions for the Schoon
& One Bbl Molasses per Mdse 44 Gallons at 24¢
Sent Louisa & her Children & Mary Bryant & Charles
her Brother & her Little Children & then were all well
returned on board at 7 PM got under Way & Sailed down
the Bay & Came to Anchor at Mobile Pt Light House
bearing Sly & 2½ fathoms Sand Bottom on the Middle
Ground

Thursday 11 January 1849
First part of the Day blowing fresh from the N & NNE
Weather & Cold got under Way at 10 AM Wind hauled
to ENE & ran down & Anchored abreast of the L House
Went on board the Beach in 5 fathoms went on Shore
& Supplied Mobile Point Light House got
Through at 3 PM quite Moderate Ly until
Sunset heavy Cloud in the WSW got under way
& Run up about 12 Miles & Came to Anchor
in 4 fathoms L House bearing Sly E. & a point of
Woods bearing Ely N Middle part Latter part blowing
fresh from ENE

Friday January 12th 1849 Lying 1½ Miles
NNW from Mobile Point Light House first & middle
part blowing heavy from ENE at 6 PM Gale
increasing Let go our best Bower Anchor Wind ESE
Dark Cloudy Evening at 7 a Gale increasing at
Midnight blowing Heavy

Saturday 13th January 1849 from Midnight
to 8 AM blowing fresh from SEly E at Noon More Moderate
heavy Sea on at 130 PM got under way from Mobile

Point Headland & Sailed Down to Sand Island
& Came to Anchor in 4½ fathoms 2 House bearing SSW
½ Mile distant Thick weather & quite a Sea Rowing in
went on Shore & Surveyed Sand Island Light House
returned on board got under Way & came up in Company
with two Ships Steered up Bay & passed the 2 House at Dauphin
& Run up the Bay 2 Miles & came to Anchor in 3½ fath
the 2 House at Mobile Point bearing S½ W at 5.30
at 9 PM Moving Away from SE thick Misty weather
we have Most Snug Full to Day than Expected this
Morning

Thursday January 14th 1849

Lying 2 Miles from Mobile Point Light House
Light Winds from the SE & Pleasant weather

Monday 15th 1849

all this Day Light Winds from SSE Mist-
post the Day foggy

Tuesday January 16th 1849

all this Day Light Winds & Calms got under
Way & beat down to Mobile point & came to
Anchor on quarter of a Mile from the West-
Light House bearing South & in 7 fathoms Water
& by all Night

Wed January 17th 1849 This Day
Light Winds from SE got under way from Mobile
point & beat Down as far as Sand Island till Calm
& was obliged to Anchor Tide or Current Setting all way
Light House bearing SSW & in 3½ fathoms
at 4 PM Foggy went on Shore & got Wood & found
a fine Little Wherry Boat Nearly Buried up in Sand
dug her out & fetched her on board Loaded with Wood
She is Nicely painted & Was not injured in the boat
at 7 PM saw Light Ship up at Mississippi Pilot Town

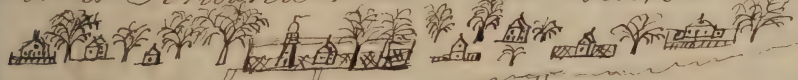
Thursday January 18th 1849
from Midnight until 5 Am Light Winds from SW
Wind then Shifted Swingly at Day light got
under Way & proceeded over the Bar Steered SSE
until the L House bore N 10 by W then Steered
SE by S until we crossed the ire 3¼ fathoms deepend
Swingly into 5 & 7 fathoms then W by N made
Petiboy Island ahead as we neared the Island Kept
of West about 2 Miles from the Island & when
we Made the Woods on the East end of Horn Island
to bear West run for it & When the Sand point
from Horn Island bore N 10° W run for it & when
Even the Bar Steered N & W we left the East brick
about 800 Rods on our Starboard hand & left the
Sand point about the same distant then Steered
for Round Island L House & in Running for it we
had first 3½ fath for a considerable Distance then
Shoaled up to 2 fathoms then deepen into 3 fathoms
Soft Bottom & Sailing one Mile from that depth
Gradually Shoaled up to 12 feet Soft Bottom &
the L House bearing N W 2 Miles distant — came to
Anchor at 10 Am Blowing fresh Went on Shore
with Both Boats & Surveyed the L House
Returned Back at 3 PM. Fine Moderate at 6
PM Blowing heavy from W by S Continued to Stay all
Night — where we lay as it is rather Intricate Sailing through
between Horn & Round Island

19 January 1849 got under Way at Sunrise
to Sail through between Horn Island & Round Island Found a
Stiff Breeze from N E. Steered S W by S about Half a Mile
in 2 fathoms then S W. S W by W now Nearly half over to
the Low Island 11 feet. hauled up West 10 feet Light House
bearing N E. & then W by N until the L House bore E by S

Crossed in 9½ feet & soon deepened into 2 fathoms & Hours
Keeping Each E. then Steered SSW by W for Biloxi & when
of the East end of Back Island fell in with the Schooner
New Year with a Load of Wood bound to Ocean Springs
Hove to waite for him until he returns which will be on Monday
or Tuesday Next) gave Back Island a good berth to Say
& Wide sailing in 2 fathoms. Made Biloxi L House bearing
to WbW, Steering Wby S running Parallel with Back
Island until the L House bore NbW & then run for
Sailing in 11 & 10. 9. feet Shoaling quick hard) down the Island
& got into 5½ feet took in our Sails & dropt back into
9 feet & Came to Anchor in Soft Bottom 2 Miles
from the Light House West. Here is supposed the Light
it is Made of Cast Iron lined inside with an thirteen
Inch of Brick to the Lantern Deck 45 feet Tower
with a Convolvious Lantern & Brass Lamps & 14 Inch
Reflectors. Kept by Marcellus & Howard of Baltimore. the
Tower was Cast in Baltimore at the Vulcan Works. ——
at Noon returned on Board got under Way for Cat
Island Steered SWby W & Anchored abreast of the East
End of Cat Island when the Light Same bore
your Boat to Keep about one Mile from the Shore until
the L House bears SEby E then run for it your will
Cross Shoal Ground Say 10 feet & there you will deepen into
2 & 2½ fathoms which will be in the pass running Between
to the Light House, but as quick as you deepen in the pass
bound to SSW until the L House bear SEby E then come to
Anchor you will be about 3¼ Miles from the L House
Came to Anchor at 4 PM went on Shore &
Supped on Cat Island Light House returned on board at
Dark got under Way for Pass Christian L House
bore NbW & NW until the L House bore WbW then
run for it & Anchored in 2 fathoms Soft Bottom it being high

Water. To the NE Supposed 2 Light-House & have Faith
37 Miles from Round Island — — — — — — — — — — —

In going into the Pass at Biloxi you must bring
the L House to bear due N but there is only 6 feet of water
in it. The L House is Situated on the Bay & Likewise the
Town. It is a very pretty Place & Healthy since. Jennys residence
it is Situated thus Biloxi Town



(Bullys Island)

6 ft 6 ft pier 8 8 10 feet

8 ft. sand 8 feet 8 ft. sand

4 ft Soft Bottom 2 Miles from the L House NNW

10 feet

Saturday 20th January Lying 2 Miles E SE of
Pass Christian L House went on shore this Morning & Supplied
the L House & Return on board & Made Preperations for to Supply 7 Light-
House on Lake ~~Pontchartrain~~ Pontchartrain Bound to the Eastward
at 4 PM & Fresh Weather Latter part Clear

January 21th 1849

all this Day Light & Flattering Weather held no
Meeting on Board I would like to Note them but
I Refer & Then Step away the Sabbath Hour to hear
Jesus breathing Meek the Great Sound of the Trumpet
will awake them up at the Judgement Day but
then it will be to Late. O My Gracious God who art in
Heaven help thy unworthy Servant to live right before
the & this Wicked World help me to Clear My Skirts
from the Blood of Souls & be Prepared for that great Day

Monday 22d January 1849

All this Day Pleasant weather Wind from N to N W & then ch E. Capt of the Light-Boat came on Board to See if Jordan had furnish the Boat with Oil &c Previous the Collector of Chewsteaux told that I would Do so When Paid but it is Not So I have Nothing to do With Light-Boat but Accordg to My Instructions 3 We are now awating for the Schoona New Year to take our Supplies up in the Lake

Tuesday 23d January 1849

Still waiting for the New Year lying at Port-Ewitt on All this Day fine Weather Wind to the East went on board the Light-Boat She is Made of Iron Was the Revenue Cutter Mc Clain a Steamer & Sails likewise

Wednesday 24th 1849

All this Day Wind from E to SSE Latter part Wind South the Schoona New Year Arrived & came to Anchor East-on board of us at 7 PM.

Thursday 25 Janu 1849

All this day Wind from the South & East put our Supplies with the Schoona New Year for the Lighthouses on the Lake & Sailed at 9 AM arrived at the Regulus Light-at-4 PM went & Supplied the Light-House got through at Dusk returned on board & Sailed through the Regulus at 9.30) at Midnight Came to Anchor Bon Fonna Light-Bearing NW by W 4 Miles dist Calm & Rainy

26 January 1849

got under Way at 9 AM Came into the Bay of Bon Fonna having 6 feet Water bring 2 46 to bear ch & Run for it. the Light is at the entrance

Entrance of the Bay on the West Side of it the Bays is Narrow after getting in 17 Fath of Water (Rainy Day) there is no good Landing of Ice Place got one Sailor on Shore in a Heavy Rain & Lash'd the L'Ho the Lantern is upon the Roof of the Dwelling with 4 Brass Lamps. the Whole establishment Situated in a Small Cove at Noon Sail'd for Chapuntia A Day have Raining Thundering & Lightning from Midnight & Now Continues Rain Wind at NW at 2 PM Left at 330 Made Chapuntia L'House at 8 PM entered the Bay & come to anchor a Short distance from the L'House a Pleasant Evening

Saturday 27 January 1849 all this Day fine Pleasant weather at Day Light had the Schoona into the wharf delivered our Lights (repaired) the Lamps & Sails for Port Mouton Sailed at 830 AM & arrived at 1030 Come to Anchor Boated our Supplies on Shore Supplied the L'H repaired the Lamps & Sailed at 1 PM Light Wind for New Canall at 8 PM come to Anchor in the Middle of the Lake it being Calm. Pleasant Evening at 830 AM got under Way Small Breze from the NE. A very Bright Star is now resting on the top of the right Hand horn of the Moon I never See the Light before at Midnight arrived at Bayo St Johns & Sailed up a quarter of a Mile

Sunday 28th All Day fine Pleasant weather Went with the City & Returned back on the Rail Cars

Monday January 29th 1849
Wind to the Southward & Light Winds

Supplied Bayo St. Johns Light House
New Canada Co & Rail Road
Light from 7 A.M. until 2 P.M. then
went into the City & to the Post-Office Rec'd
a Letter from My Brother the first Letter
that I have Rec'd from Home since I have
been Absent

Tuesday 30th January 1849
Lying at the Rail Road Took fly this morning
Cleared & Came into the City at 8 A.M.
Bought Stores for the Schoone Etc returned
back at 3 P.M. Sailed at 9 P.M. for our Schooner
for Little Bayo from the South & Pleasant
Weather. P.S. Lieut Bowditch & Mr Dixon
Collector of the Port of N. Orleans Engaged to
Furnish the Light-Boat McClain mer.
Revenue Cutter She is an Iron Boat
Returned back to the Bayou 4 P.M. at 9 P.M. left
the Rail Road Light-Bearings from the South &
Pleasant at Straight-pass Point-Izard

Wednesday 31st January
All this Day fine Pleasant Weather Light wind
from S at Day Light Entered the Regulus at 9 A.M.
past the L.t at 3 past St Joseph Island 15 Miles
from Fort Christian at 7 P.M. Anchored along side
of our Schoone took All our returned Articles Rec'd pay
Capt. J. L. Garnier of Schooner New Year one hundred
Dollars per Her Charter to Supply Seven Light Houses
upon Lake Pontchartrain Moderate Pleasant weather

Thursday 1st Feb 1849
First part of the Day foggy at 8 Cleared of Light Breeze
from the E. by E. went with Both Boats & Supplied

the Light Boat Mc Lane. lying at Pop Warren 4 Miles SW of Cat Island & 6 Miles E & SE from Christians I have no Authority from Mr Wm A Bellman of Boston or from Mr Secretin the 5th Auditor at Washington but as I had an Surplush of Oil on hand & the Collector of New Orleans Mr Prior prevailed on me to Supply him Stating it would Save Government a considerable Expence in the Course of the Year & not on so he would have no More Complaints about Bad Oil for it was impossible to get good Oil in the City. & Said if I would Supply him that when he got an account from the Cost of the L Boat that he would write Emediately to Mr Secretin about it & procure me from any blame consequently Supplied him with 372 Gallons Spring Oil 20 Yards Cotton Cloth 4 Grass Wicks 1 Buff Skin 1 half round file - - - - - - -

This Boat Mc Lane is built of Iron & was a Steame Cutter in Mexico in time of the war. She was built at Pittsburgh & Ettand on board at Noon Light Variss from E & SE fill up our Oil & went on Shore at Pop Christian returned back at Sunset & Shall Sail in the Morning the Lord Will for Charleston I was Invaded first Staff Brides from SE & Clear Weather, this afternoon saw very Mutinous & obscene Language from Elliott one of my Sailors. & My Mate Mr Crowell prevenes to a Me if I would fea To pick a quarrell he was ready which Elliott took the Advantage of Suspecting that the Mate would be on his Side - -

Friday Feb 2d 1849

All this Day Fresh & Disagreeable weather Light Variss & Calms attended with Rain & Sleet Weather got under Way at 7 AM from Pop Christian Light & proceeded towards Ship Island & another Steamer the Westerno of it at 6 PM saying Wind SE

Saturday 3 February 1849

Fair - Part of this Day Stiff Breeze from the N? got under sail from the anchor of Ship Island at 7 AM & proceeded over the Bar. for to Supply & Chandeleur Island Light-House & arrived there & came to Anchor 2 Miles bearing E by E 3/4 Mile Distant & could have within about one quarter of a Mile from the Shore rather best to anchor with Light bearing N E. went immediately on Shore & Supplied the Light-House got through about 1 PM, this Establishment has been lighted up about 7 Months but no regular appointed Keeper has had Charge of it until Yesterday arrived from New Orleans. This Light-House is (on the North end of this Island) is very Low Land. about 500 feet from the Sea on the E Side to the L House but the West Side one Hundred feet

Chandeleur

weigh'd Anchor & Sailed at 2.30 PM Wind at N E Fresh Sailing in Mass Several tacks before we got past the point at Sunset we were abreast of it at 7 PM it bore S W by W Dist 4 Miles Steering E by S 7 6. at 8 PM 7 fathoms kept off E S E. Wind N E Sometimes Sailing 5 Miles per hour at 9 S E at 10 S by E at 11 as S by W at 12 S S W Stiff Breeze & in 8 fathoms

Sunday February 4th 1849

this Day Clear & calm with a weather Sailing toward the Pass At Noon Made more NE & E at 3 pm made the NE Pass Light bearing SSW & Steer down more NE & E and Sounded we could get no bottom with a cast of the Hand Lead & then Steered in for the Pass Steered WSW about 5 Miles then Steered to the Bay. See the Light House on the Pass of the Dome Likewise fell in with a Pilot Boat & took a Pilot Down Lifted up Sail & came into the Pass at 9 & came to Anchor Abreast of the NE Pass Light House

Pleasant the remainder of the Day

Monday 5th

fine Weather Employed the L House with Oil

Tuesday 6 Feb 1849

fine Weather Wind more NE got under way at Sunrise & Sailed up to the Head of all the Passes & Came to Anchor — then went with our Large Boat & Sailed for the South Pass Light House & returned back against a Strong Current saved all the Way Left the Light House at 5 PM & arrived on board of our Schooner at 10 PM

7 Feb 1849

fine Pleasant weather Wind from NE & got under way at Sunrise & Sailed Down the S W Pass & Came to Anchor Abreast of the L House in 3 fath Water — at Noon at 11 AM & Employed the Light returned on board & fill up our Landing Casks of Oil

Thursday 8 Feb 1849 Pleasant weather
Wind from the Southward Went on Shore &
got 7 pieces Inch Plaister filled up 17 Casks of
Water for Ballast went & got wood &c

Friday 9 Feb 1849

Wind to the Southward & foggy until 4 PM
at then Shifted to N & all this Day employed
in Washing the Schooner outside Bin at 8 PM Rainy

Sat 10 February 1849

this Day begins with fast Winds from S E & Stormy
Weather at 9 AM Sent 2 Letters on board of a Bark
bound up to Orleans. one to My Brother & one
to My Wife & got under Way at ½ past 9 AM
at 10 AM took My Departure from the L Ground
bearing E by E 7 Miles distant Stormy &c. Sailing
7 Miles per Hour at 11 AM Rainy Weather at 3 PM
past Fambrier Island & Wine Island Sailing in 4 fath
Stormy W by S at 9 PM past Ship Island 10 do
Struck Hard bottom on the West End of Ship Island
2½ fathoms Shoaled into ¼ less 2 hand'd & Stormy W
Some distance before we deepend into 2½ fathoms then
hauld in W by S & W. & so on tracing the Shoal
Round in 2 fathoms hard Bottom for about 15 Miles
& When We began to ~~get~~ Draw on to the Western Edge
of the Shoal for East would be hard Bottom & then Soft
which is a Sure Sign that you ~~are~~ will Soon be of the
Shoal & have Soft Bottom Altogether & will also Deepen
your Water & when into 2¼ fathoms Soft Bottom if bound
to Point Peter Steer N N W or N W by W & so & you will
make Point (upon L Ground Head) Midnight Sunny
so ends the Day

Sunday 11 February begin with Moderate fresh
East & Rainy Weather Sailing round Ship Island
Shoal & Ranson Point Shoal Which makes of Ship
Island at 2 AM past the Shoal suspend into 2½ fathoms
Soft Bottom Hand up NW for Point Defer at
4 AM made the Light Ahead at 5 AM Came to Anchor
Light House bearing NbE at 7 AM Blowing hard at
SE & Raining. at 3 PM Wind Shifted to the NW
in a heavy Squall Struck a sail Let go Our best
Bower & brought her up & continued through the
Day 12th Feb 1849 Lying at Point
Defer from Midnight until 11 AM Blowing fresh from
the NW at 1 PM More Moderate went on Shore & Supped
the Light House with Ice returned on board on board
at 4 PM the Remainder of the Day fresh winds
& Clear Weather

13th February 1849

All this Day fine pleasant weather Light winds
& Calm Went in Shore & got Aboard 6 Oysters of a
large Size about one ¾ Miles to the SE of the Light
House the Shore at 4 PM weighed Anchor & Sailed
for Vermillion Bay Light House Steer W by S
about 8 Miles then West about 12 Miles Came
to Anchor at 9.30 Supposing that we must be near up
with the Seven Shell Banks which Lyes off from
the Main or Vermillion Bay Hand about 7 Miles
this Day ends in fine pleasant weather

Wednesday 14th Feb 1849

All this Day fine pleasant weather Wind at ESE &
got under Way at Day Light & Stood W by N & soon
made the Shell Banks a head Kept off WSW &
& Stood them Coasted the outer Point in 2 fathoms Lay
3/4 of a Mile from them & hauld up SW by S for the

Light House at 8 AM made it ahead
at 930 Came to anchor with it bearing N by W 6 Miles
Distant & the Live Oak Hammock bearing NE one
3 Miles Started Immediately with both Boats &
our Supplies got on Shore at 11.30 got through &
Rowed Back to our Schooner & got on board at 4 PM

We Now have Completed all our Work in
Supplying Light Houses from Georgia Town SE
to Pamillion Bay Light House (Note Number is
43.) twelve of the Number from George Town to Little
Cumberland Island we left only 7 Months Supply of
Oil & Shall Commence at the Spring Comming at
Little Cumberland instead of George Town & then
Give them a Year Supply. — we have been
Absent from New Castle 3 Months & 20 Days
in the Recon Time God has Wonderfully Protected
us by his Providential Care & brought us to our Joyful
Ends in Safety praised be his great Name for the
Same. & the Island in infinite Mercy Still to Hover
around us thy Festering Care when we leave this Place
to proceed on our Homeward Passage & conduct us
to our Own Place in Safety & Then Shall be the
Praise.

Thurd. Feb 15th 1849 first part of the Day
Wind to NW by E. NE All hands employed in preparing
the Ebbia for our Homeward Passage Stowed the
Jury Boat took Reefs of the Fore Sail at Noon
Wind Veering forth from NbyE at 4 PM Come on to rain
& Blowing at 7 Gale increasing Let go our Large Comfort
Midings Gale increasing with heavy Rain

Friday February 16th 1849 This Day begins with a heavy Gale from Nbe E with heavy Rains at 3 AM Stopt Raining & turnd to hail & heavy Thd at Daylight Cleard of a good Deal of Ice about Decks Said Boone never See the Like before I have been here 10 Years Employing & Hauling at 10 have up our best Bower Anchor (More Moderate at 11.30 Weighd Anchor & Said for New Berne) at 1 PM the L House at Bermuda Bay bearing NbW Dist 7 Miles & the Large Live Oak Hammock bearing NE 4 Miles Distant Wind NbE & Hard E SE at. So ends this 12 hours Sea Account begins

Saturday 17 Feb 1849 This Day begins with pleasant weather Wind from NbE & Steering E SE at 1 PM past the 7 Shd Banks which bears NbW from the Live Oak Hammock you can just See it from them Banks of Core Sound Should not be Sight When Sailing & Clear them I would Steer SE by E that will Carry you Clear about one Mile which is as near as you ought to go you will have to the westward of them 3 quarters of a Mile Distant & keep it until the SE hammock which is the outer one bears NW by W & then you will have Soft Bottom in 2 fathoms & deeper into 2½ & 3 fath as Soon as we Struck Soft Bottom Changd our Course to E by S & continued that Course until we Made Point Lookout for L House Half way up Main Shoals then Kept of E S E which was at 3.30 PM 2 Schooners to windward at as Standing S E at 5 PM S E by E at 5.30 Point Lookout L House bore from the Mast Head NbE Dist 15 Miles & in 3¾ fathoms soft Bottom Kept of SE Sailing 4 Miles Wind NbE & hauging from NbW pleasant weather at 7 AM 4 fathoms Hard Bottom 9 AM 4½ fath Hard at 10.43¼ Wind NbW Steering S E by E

hard Bottom at 11 am 6 fthe at 12 Midnight 8 fathe pass with I took My Departure Suspecting that the Breakers on Ship Wood Shoal bears NbE 8 Miles Distant Steering East the Remainder part of the Day blowing fresh from NbW to NbW we have Sailed the Last 12 hours 90 Miles & Made on ESE Course a Strong Southerly Current Latt by Obs 28.12 89-42 Long the Days ends in fine pleasant weather with only our Lower Sails. Except the fore & fib Sail

Sunday 18th February 1849

All this Days blowing Heavy from NbW to WbW & a heavy Sea on We have been Sailed from 7 to 9 Miles per Hour & have run 194 Miles Distant & has Made her Course E by S although a Strong Southerly Current & 3/4 of a point Easterly but we Steer by Compass E at 3 am broke of Starboard Jaw to the fore Gaff-ordered the Sail after Day Light So that we might repair it in some way So that We could Set fore Sail again Latt by Obs 27 47 Long 86.05 past 2 Sail from 12 until 3 am

Monday 19 February 1849

first & Middle part of this Day blowing we the same Cold Stiff Breeze from WbW to NbW Latter part Clear Weather heavy Sea after us at 9 am past a Schooner Standing to the Eastward Coloured our water at Noon Sounded 27 fathoms Latt by Obs 25.44 Long 83.10 We have Sailed per Log 164 Miles Ely S 32 & ESE 132 Made her Course SE by E Wind N Strong Current Setting to the Southward Key West bears SE by E 160 Miles Cape & the Tortugas S Haven South 84 Miles Distant

~~Tuesday 20th Feb 1849 begins with fine pleasant weather~~ heavy Sea after us Wind N Steering E & E. Sailing 7 Miles per Log at 4 PM Sounded in 24 fathoms

Fear ~~East Wind~~ SEly E at 6 am 20 fathom
Blowing fresh at NbE at 8 am 18 fathom at
10 am 17 fathoms at 11 am 10 fath at 11.30 am 7th Made
Light Boat Light at the N W passage of Key West
SE ½ E So ends this ~~Day~~ 12 hours

Sunday 25 th February 1849
at a quarter of 1. Am Took Ship to the N W
With fine Shats to Windward to waite for Day
Light to go into Key West at 8 Am ~~for~~ the
Pilot Boat La fayette ~~Wind~~ ~~Wind~~ came out
so nought that a Pilot was not come on board vessel
worth followed the Boat in & arrived & come to Anchor
at Key West at 10 Am the Day ends in
fine pleasant Weather Blowing Heavy from NbE
Monday 26 th February 1849 all this Day
Blowing fresh from NbE to East All hands employ
ed in getting Schoone for homeward bound passage

Feb 22 Washington Birth Day
Dressed the Eliza of with all her Colours a fine
pleasent Day Freemasons & Odd fellows & Sons
of Temperance Turned out

23 Feb Lying at Key West
Blowing heavy from the Eastward
Sat 24 Feb 1849 fine pleasent weather
Wind NbE Set Sail from Fitches Wharf Key West
at 11 Am Sailed Down abreast of the Fast most &
Come to Anchor to waite for one of the Sailing
Boats to come on board & get a man Went at Noon
So ends these 12 hours Sea Account begins
Sunday 25 Feb 1849 this Day
begins with fine Pleasent weather Employed of

Harbour of Key West bound out the Key into the Gulf Stream & then per Chart Bearings past the Bar at 1.30 PM Light House bearing N by W ½ W Dist 6 Miles & hauld by the Wind Heading up ESE & soon run into a Strong Current Setting E by E at 3 PM Key West Light House bore N.W 12 Miles Distant from which I Take my Departure at 6 PM a heavy head Sea from E by E Single Reef'd Foresail & Mainsail wind NbE at Midnight Steering from 2 AM until 4 Wind Shifted with heavy Showers of Rain 6 AM Took to the NbE at 10 AM Made Florida Keys let reef out at 11.30 Took Ship first on board the Key found Safe in Sight Lott by Obs 24.43 Nearly of Indian Key

Monday 26 Feb 1849.

from Noon until 4 AM Light Airs from NbE & then Backed quick into West & Came on a fresh Breeze Stood North at 8 Made the Light on Carysfort Reef bearing SS Kept off & on until the Light bore WbS then Run NbW & 2 hours then it Blowing fresh Foresail Single Reef'd at 4 Reef'd Mainsail in a heavy Sea Shipping in & the Stern Sheets Bow & Bowsprit All under Water at 9 AM Took Ship to the West at 10.30 Made the Land to the N of Cape Florida about 20 Miles off Noon Took Ship & Stood on board the Shore Smooth here but a heavy Sea outside Lott by Obs 26.00. past a large house on the Shore

January 27th 1849

Hard Gale & Heavy Sea from NbE Mainsail & 3 Lower Sails Mainsail Single Reef'd at 2 PM

Sail Ship in Shore we are Bound Beating along Shore with a Strong Current Setting to the N E in Smooth Water so that we so Stood to be Driving all under water in the Middle of the Gulf Stream at 1 PM past saw Inlett at 4 PM past Hillsborough Inlett wind N W at 5.30 took Ship of Shore bore Dist W 6 miles from Hillsborough Inlett Steering N E by E Single Reef Foresail & Double reef the Mainsail Near Star Light Evening a big Red Star hoping the Moon which is the Cause of this Blowing Weather

at 12 PM Reduced Mainsail & Fit & have too Near Sea on at Midnight wore Ship to the Westward at 3 AM wind Hauld to the N W at Day Light kept off W & run her in with the Land at 9 AM made the Gloriana Shore took Barnett of Fit & Set it & Set Mainsail 2 Reef took of Gun to Make Smooth Water Latt Obs 26.37 in Schooner bound from N York bound West & Southerly

Wednesday 28 Feb 1849

All this Day Heavy Blowing Weather wind from N W to N E Beat along the Coast of Gloriana until Dark at 5 past 2 Brig & Schooner Standing Westward we then hauld of for the Night at 10 PM have too Reduced Fit & Set hove by with a Reefed Mainsail & Double reef Foresail Made good Weather under that Sail especially when it blows Heavy at Day Light Made Sail and Stood around in Schooners Boys & Ships at 9 AM Wore Ship to the Westward Set Fit Barnett of Schooner Latt by Obs 27.07 Judge ourselves about half way from Gloriana Shore to the Bahamy Keys

All March 1th 1849. Bound for N. Bedford
All these 24 hours Blowing a Gale from N.N.E to N.E & back to N by E at times heavy Squall attended with Rain at 4 PM 6 Sail of Ships brigs & Schooners in Sight steering Ship & Westward & Eastward as Course required from noon until 2 AM was under Balance Mainsail Double reef Jib & Bonnet off Jib & put them into a Seine & broke the Jibs Jib Boom to the Stay Work of Flying Jib boom at 4 AM wath became Comfortable to the ESE at Day Light 5 Sail in Sight hove too Some heading Westward & Some Eastward Set sail away the Wreck pursued got in Jibboom at Noon Saw no Land by Obs 27. 19' we have only Gained 13 Miles Last these 24 hours we are between the Florida Keys & the Florida Coast about one third the distance over the whole distant about 90 Miles distant) we Now have been five Days since we left Key West & there appears no prospect of Change of Wind

March 2d 1849 Bound for New Bedford from Key West Last Night 12 hours of this Day Blowing a Gale from N.N.E. Lying under a Bob Jib 2 Reef Foresail & Balance Mainsail last 12 hours from Midnight to noon Moderating Saw at Day Light 7 Sail in Sight hoisted Mainsail at 6 AM Let out Reef put Bonnett on Jib & set it at Noon Let all Reef out 10 Sail in Sight Shaping the Course of Wind Sounded with 22 fathoms Lat Obs 24.55 Long 80.05 Cape Canaveral Bears W.N.W 25 Miles Distant Fine pleasant Weather the Gulf Stream keeps up from the N.E. we have only Gained 36 Miles this Day Tomorrow our first

Saturday March 3d 1849. ⅔ Bourn for do Bedford
first & Middle part of this Day Variable fresh
Airs & Calm Ship at 12.30 PM to the Eastward at Midnight
Calm Ship to the Northward Light Airs & Calm
the Remainder part of the Day first had one
Glimpse of the Sun a few Moments before 12 got
an Altitude sufficient to give our Latt 28.28
we have had but little Current these 24 hours &
have only Gained 33 Miles North which brings us
12 Miles to the North of Cape ~~Canaveral~~ Canaveral
which Lies in Latt ~~Lon~~ 28 18 a Number of Sail
in Sight, at dark the Jibboom got it out this forenoon

Sunday March 4th 1848
begins with Light Airs at 1 PM took a Pilot Boat
from the NW at 3 do Discharged at 5 PM
in Latt 28.30. Lon 79.42 Spoke Ship Byron of
Newbury port from St Ortons Bound to Constadt
Russia 18 Sail in Sight at 8 do Wind Hauld
to SE Middle & Latter part fine delightfull
Weather wind to SE Latt by Obs 29.13 Lon 78.30

Monday 5th March
first part of this Day fine delightfull weather
Wind NE at 3 do at E Middle delightfull Blowing
fresh & Continued through the Day & a heavy
Sea in we have Run 136 Miles North Course
Setting NE 35 Miles Latt by D.R 32.02
Rainy Weather Several Sail in Sight, at 7 PM 40.
Sailing under a Reef Mainsail Wind Fresh & Dirty
hauled — Labouring hard
one ~~Ship~~ Shoved ahead under all Sail & one astern
under all Sail except a single Reef Mainsail

Tuesday March 6th 1849

First part of this Day blowing
heavy & a heavy head Sea a number
of Sail in Sight Stood to the N Wind E by E
at 8 PM Hove to our present Sounded in 22 fm
Dark Ship to SE Moonlight Calm until 7 am
pm 7 to 9 Rain wind all round the Compass
6 Sail in Sight a bark Ship Steers & a
hermaphrodite Brig to us took a Staff Boom
from ESE & ran away from them, Sun obscure
No Obs Lat by Dr R 32.50 Cape Hatteras
bears N Ep N 180 Miles 5 Sail in Sight Squally
Misty Weather Steering N & by E

Wednesday March 7th

first & Middle part Stiff Gales & may as well say
the whole of the Day Wind SSE to SSW
Seven Sail in Sight first & latter part Squally
part all the Squalls that we
we Ran until 4 AM Fib Ship & Steered N by E Now
then N calculating to be up with Cape Hatteras by
& this Morning, but to our disappointment at Noon
got an Observation 34.01 N found we were 71 Miles
from it we have had no Observation for 3 Days Supposing
that we had a current Setting NE Sounded in 17
fathoms Several Sail in sight we have run
152 Miles by L

Thursday March 8th 1849

these 24 hours has been very changeable with
Squall of Wind & Rain & Calm Came near getting
into the Breakers on Hook and Shoals we were in
2½ fathoms but the Lord was good to cause us

to Clear them it was at 9 PM I was on deck half
an hour before in 11 fathoms & the 2d Mate Jumped
in a hand that time & said there were only 4½ fathoms
were Ship hands out Sounded & at first Setting to work
we first Made out to Clear a Reef Breaker to the
East of us; at 2 AM came on to blow heavy Could not
keep the Sails at 4 AM Balanced Reefed Mainsail
took Bonnet of the Jib then Sounded at 10 more
Several Sail in Sight pursuing ourselves in the gulf
Stream & a heavy Sea on at 10 AM were Steering
to the NW at 11 AM Made out the gulf Stream
more Moderate at 12 Taken Sights & E D & E at
Lat by Obs 34.45 & in 24 fathoms water Cape
Hatteras bears NW 30 Miles Distant

Friday 9 March 1849

All this Day Light Variable from the NW
at 8 PM an Eclipse of the Moon — our Course
until 8 AM has been NE by E 40 Miles &
2 Knots Current Setting NE by E 41 Miles
Taken Ships to the NW at 8 & 16 Miles
at 11 AM began to haul Wind NW & then
continued Raising & began at Noon to Blow fresh
Lanched Reefed Foresail Sun obscure
the Morning 10 Sail in Sight Lat by D R — —
Barks Brigs & Schooners & one Schooner Runaway
from us

Sat 10th March 1849

This Day begins with Moderate winds from
NW & Raining at 2 PM Hove Variable Light &
the Sea quite Smooth in the gulf Stream
Several Sail in Sight bound South at 4 PM wind

Steering to the S all Sail Left by the wind Middle
& Latter part Stiff Breezes at 11 PM took
in flying Jib at Noon Lott Obs 36.36 Long
73 We our Course ~~is~~ Made there 24 hours
is ENE. Dist 82 Miles allowing 2 Knot current
which would Make 48 Miles More 130 Miles

Sunday 11th March 1849

Vera moderate Do. Double reef Mainsail
took Burnt of the Jib at 4 PM vera Stiff
in steering Double reef foresail Labouring
against a head Beat Sea in the gulf Stream
Wind SW by W which is a bad wind to get
out of the Gulf one Sail a Storm coming up
with us Several past heading to the NE. no
Appearance of a Shift of Wind Our best course
is the way we are steering NbE. at Midnight
more to wards 4 AM Made Sail Fore-
noon but Blowing fresh Set Whole foresail
& Double Reef Mainsail 3 Sail in Light
we have Sailed only 50 Miles this Day ~~Lin~~
on a NE by N Course Current Setting NE by E
Lott by Obs 37.35

Monday March 12 1849

this Day begins with Stiff Wind & quite a long
Swell Coming Naught Sail Whole foresail
Double reef Mainsail & bonnett of the Jib
Steering NbE Wind SW one Watch in Light
Appearance of a Storm at Midnight Cleared off at 2
AM Tacked Ship to the W by N quite Moderate
at Day light Set the whole Lower Sails Light wind
the Mainsail of the Day Lott. 38.08.

Tuesday March 13th 1849

This Day Begins Lemas with fine Delightfull Weather & a Smooth Sea. first part of the Day with S.W & backing to W.N.W Steny S.W a Short Seas & Block Ship to the So. Light-Airs Middle part Calm Latter part a Light Breze from S.E. Lat Obs 38.35. the Boye only Made 27 Miles Latt this Day we Judge that we are 155 Miles S.S.E from Block Island.

Wednesday March 14th 1849

This Day Begins fine Pleasant Weather & a Smooth Sea all Sail Sett Wind S.S.E Steany N.W by N Sailing 4 Miles Pr Hour at 6 P.M 5 Miles at 8 ao 7 Miles Pr Hour Wind S.S.W & Raining a little, took in Square Sail all other Sails Set at Midnight Sounded in 70 fathoms Light Airs at N.W at 2 Wind E Tacked Ship to N.N.W a fresh Breze at Day Light we now Calculate that we are now Nearly in the Longitude of Block Island at 5 AM Sounded found 27 fathom Coarse Sand & Block Shells which Shewed us that we were to the Westward of Montagues Point a Bark to Leward of us & a Pilot Boat hav just put a pilot boat on board & we continued to put away for N York as it was a Raining & Hazy Wind at E by N at 9 ao a pilot Boat Spoke us at Noon to our Surprise Made the Light Boat of Sandy Hook Greatly disapointed Calculating & supposed that we could not reach the Hook before Night overtook us, it is now Shewing instead of hailing the Bark to Leward of us about 2 Miles at 1 P.M past the Buys on the East Bank at 2 do past the Beacon on Romer Shoal at 3 do Come to Anchor

just below Sea Hook Light Wind from E.SE at 8 PM Dark Night & begin to Snow. O how blest we are of God My Heavenly Father in protecting us While upon the Great Deep through dangers Fears & Fair bringing us into Port praised be his great Name; We have had a Boisterous passage from Key West how we left Vermillion Bay on 16 Feb 20 arrived at Key West, 24th left & this Day are) which makes us 26 Days from Vermillion Bay & 18 Days from Key West 4 Days Lying there which Makes the 26 Days we have encountered many Gales from the N.E. & N.W. but one or two pleasant Days Since we left & only 2 Days of fair Wind & we have been in the Gulf Stream for the most part of our passage, the Eliza has had a hard passage a good deal Chafed Fore gaff Topsail got 7 or 8 holes in it Mainsail two or three Luff & boltrope &c.) at 8 PM it is now comencing to Blow Heavy from N.E. a bad looking night but we are in a good Harbour.) Likewise broke the Larboard Fore & the Gaff Broke Starboard Head) Hauling part of the rigging & the Topmast & the Mainmast where the Gaff is considerable Chafed &c

This ends these 36 Hours Inclusive End

Thursday March 15th

Set under Way from below Sea Hook & beat up & Come to Anchor just below the Dry Dock in the East River Mem E.N.E & a South Wind went on Shore & See Mr Faulkner & Son then went over to Brooklin & See Jane Hearthorn & Children Bought Some Books &c English Watch Buckles Goods

Friday March 16th 1849 This Day begins with changable weather from Miami fit until Noon Light Winds All round the Compass & Calms at 1 PM Light airs from SE got under way to proceed through the gate had a pleasant time through overtook a large fleet & past by the Wolf all Sail Set at 4 30 past Saunders Point & Hauge at 7 & 4 past Huntington L. House fine pleasant Evening. Stand E by E from Saunders point to Tinnicum point then E by N to Loyds Rock & past Huntington & continue that Course through the Saona as down to Stanney point.

Sat March 17th 1849

All this Day fine pleasant Weather All Sail Set Wind light at Day Light Rocky point in Long Island at 9 Clock past Gull Island Light House at Noon past Point Jewett at 2 30 past inside Hens & Chickens at 4 PM drop at Shelter Island 27 hours from New York All well 31 days from Bermuda Bay by the the way from St Jorge to Bermuda

St. Louis Bay
Pass Christian
Bridge
St. Joseph
Bay
Horn Isl

bring the end of the Sand point of the East end of ~~Land~~ Horn Island to bear N.W. & run for it until you Cross the Bar in 2 fathoms then Steer N.W. until you pass the Point then N.W. for Rouna Island in Sailing for that Island you will have 3½ fathoms about one mile then Shooten into two fathoms which will be on a Middle grounds then you will Deepen into 2½ fathoms Soft Bottom runing 2 Miles then Shoalen Gradually into two fathoms Soft Bottom 2 House bearing N.W. 2½ Miles distant we come to Anchor & wait on Shore & Supplied the L. House See the Map where we are Lying. & It is a Plain Boat South Breeze always Shows